

Latitude 38

VOLUME 125, NOVEMBER 1987

CIRCULATION: 45,000



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CS 40

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- 25 MERIT 13,900
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- 40 NEWPORTER 49,500
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Yet Another Alternative

Dan Begork



ALTERNATIVE*

Mike Sheets' Islander Bahama, "Alternative," is this year's class champion. When the competition threatened mid-season, Mike saw no 'alternative' but to order a new Pineapple jib.

Sandi Harris' Islander Bahama, "Menehune," was trailing Mike by a healthy margin, so he loaned her his retired Pineapple mainsail. The margin narrowed — and Sandi went on to win her first WRA race as well.

The rest of the Bahama fleet was no match for Mike's Pineapple Sails. Sandi, however, is a perfect match for Mike. They were married in San Francisco last month.

Pineapple Sails can alter your sailing status.

Call us today for a winter rate quote.

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at: Svendsen's in Alameda
West Marine Products in Oakland



PINEAPPLE SAILS

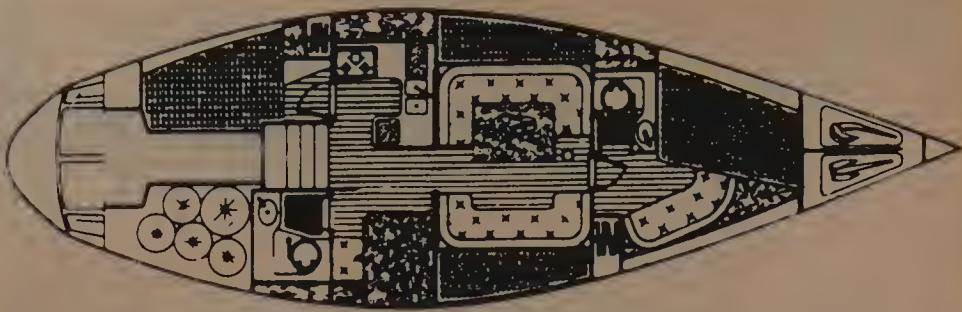
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123 SECOND STREET, OAKLAND, CALIFORNIA 94607

*Powered by Pineapples

BÉNÉTEAU

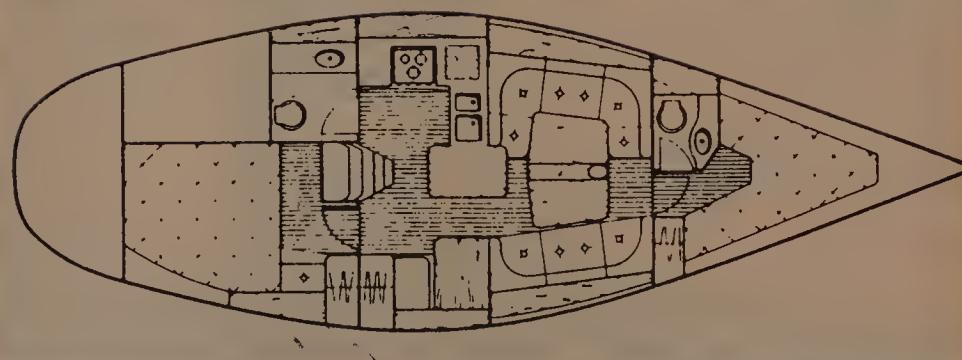
FIRST 42



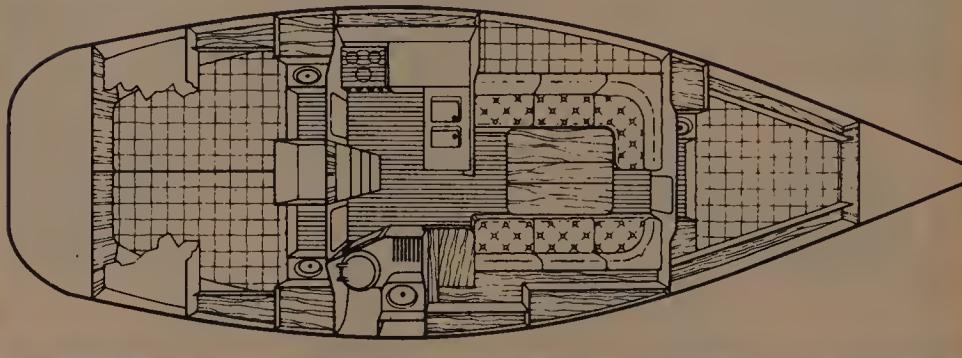
Performance First
And Comfort
Second to None.

The Beneteau touch is a perfect blend of over one hundred years of boat building experience and ultra modern construction techniques. A world leader in yacht building, Beneteau can be found in the rugged world of the charter trade, at the most prestigious yacht clubs, or in the winners circle at any racing event. Construction excellence coupled with proven designs from world premier yacht designers give all Beneteau sailboats easy handling characteristics and fun for your entire family.

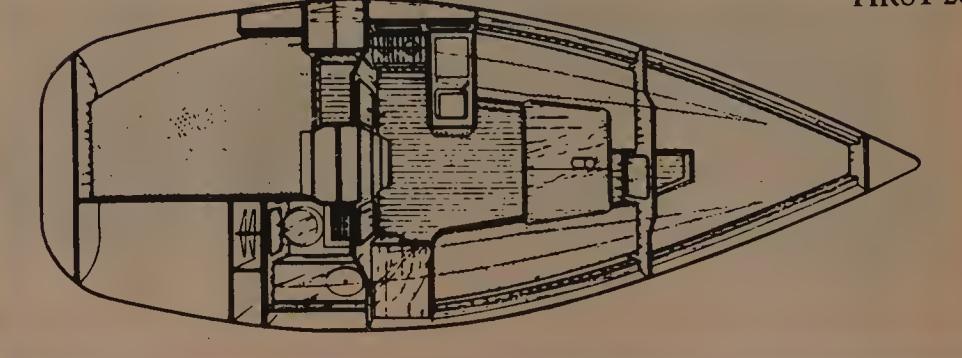
FIRST 405



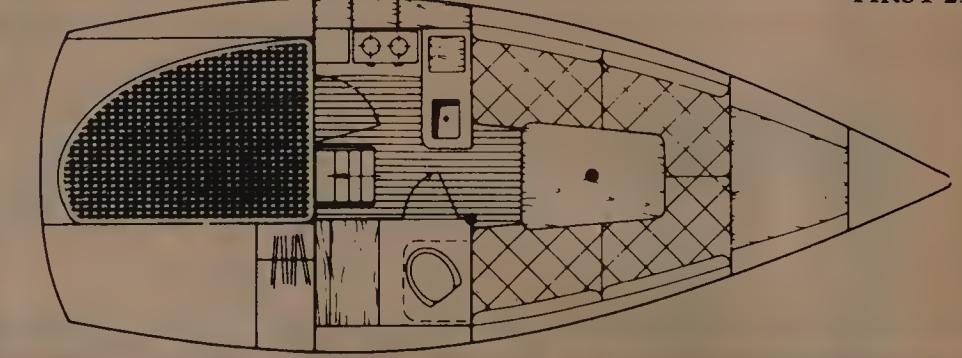
OCEANIS 350



FIRST 285



FIRST 235




PassageYachts
INC.

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(415) 236-2633 (800) 233-4048
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YOUR PASSAGE TO YACHTING EXCELLENCE

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COVER PHOTO: LATITUDE/RICHARD

Heading for the bushes at Yellow Bluff to avoid the ebb at the beginning of the Express 37 Nationals distance race.

Graphic Design: K. Bengtsson

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Bay Area's Best Brokerage Buys



Newport 30 MKII. Excellent one-design or cruiser. Diesel. Four sails. Asking \$30,000.



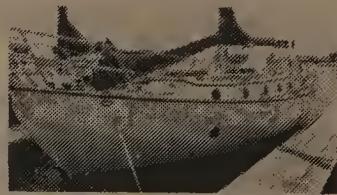
Pearson 323. Quality by Pearson. Spic and span. Wheel steering. Great boat for Bay and Coast. Owner anxious. Reduced to \$34,950.



Passport 40. Radar, Loran, Roller furling, Dodger, Refrigerator, Avon, All Datamarine. The list goes on. Rarely available. This popular yacht will not last long at \$135,000.



Peterson 44. Center cockpit. Generator. Fully equipped. professionally maintained. Must see to appreciate. \$125,000.



Rafiki 37. Excellent choice for a serious off shore cruiser. SATNAV, refrigeration, auto-pilot. This mexico vet has enjoyed TLC. New epoxy bottom, fresh varnish. Bristol. \$78,000. Sister ship.



Mariner 35' Ketch. Garden Designed cruising beauty. She's well equipped with diesel, full electronics, full cover, dinghy, and much more. \$39,000

55' Steel Staysail Ketch	385,000	35' C&C Landfall	82,950
51' Passport, loaded (2)	224,000	35' Colombia 10.7	44,500
50' Steel Cutter	215,000	35' Mariner Ketch	39,000
47' Formosa 1981	139,000	34' O'Day	54,000
47' Passport	225,000	34' Cal, Very Clean	34,500
47' Valiant	250,000	34' Wylie	(2) 48,000
46' Island Trdr Ketch	149,000	33' Wylie, Cold Mold	55,000
44' Annapolis Classic	60,000	33' Hunter	41,950
44' Peterson, ctr cockpit	125000	33' Nor'West 33	58,000
42' Pearson 424 Ketch	(2) 125,000	35' Traveller	43,950
41' Perry	125,000	32' Mariner Ketch	34,900
41' Cheoy Lee	99,500	32' Pearson 323	35,900
41' Whitby Caribe	55,000	30' Islander	26,500
41' Newport	75,000	30' Newport	29,800
40' Passport, loaded	135,000	30' Pearson	24,000
40' X-1 TON	125,000	30' Catalina 30	30,000
41' Morgan, ctr cockpit	85,000	30' Bristol 29.9	34,750
40' Lidgard	79,500	30' Ericson 30+	42,500
38' C&C Landfall	76,500	30' Ranger	36,000
38' Farallone Clipper	35,000	30' Cal 3-30	31,000
38' Bénéteau	95,000	29' Cal 2-29, Diesel	22,300
38' Catalina	(2) 69,500	28' Ericson 28+	38,950
37' Rafiki Cutter	78,000	28' Islander	(3) 28,000
37' Crealock, loaded	89,500	28' Pearson	31,500
36' Allied Ketch	*	27' Cal 2-27	(2) 21,000
35' Spencer	64,900	27' Cal T-2	11,200
36' Mariner, liveaboard	40,000	27' Nor'Sea	(2) 31,900
35' Santana	77,000	27' Ericson	(2) 18,900
35' Fast	54,950	26' Yamaha	27,500
35' Rafiki	52,500	26' Pearson	16,200
35' Cheoy Lee	58,000	26' Intl Folkboat	10,000
	55,000	23' Ranger	11,000

Come to Brickyard Cove to see these boats.

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41' FREEPORT. Great liveaboard, generator, staysail / ketch, AP, elec. kitchen, 2 staterooms, 2 heads.

SAIL BROKERAGE

105' LOGGERT, 1903	2,000,000
78' PILOTHOUSE KETCH	68,000
59' KETCH, 1981	250,000
50' GULFSTAR, 1977	110,000
50' COLUMBIA	118,000
49' CHINESE JUNK, 1983	67,500
47' SLOOP, 1928	28,000
46' PETERSON, 1979	135,000
45' STEPHENS BROS., 1937	57,500
45' GARDEN KETCH, 1977	127,000
45' GARDEN KETCH, 1970	110,000
44' PETERSON, 1978	135,000
44' ISLANDER, 1974	80,000

50' COLUMBIA. Yawl, Sat-Nav, Loran, radar, autopilot. Husband & wife team have sailed 95,000 miles. Ready to go again. \$119,000

44' GARDEN, 1962	58,000
43' OFFSHORE, 1979	85,000
43' G&G, 1973	78,000
41' PEARSON, 1981	125,000
41' RODNEY PAUL, 1936	48,000
41' RHODES, 1960	49,500
41' NEWPORT, 1969	79,500
41' MORGAN, 1978	85,000
41' FREEPORT, 1977	110,000

44' GARDEN, 1962	58,000
43' OFFSHORE, 1979	85,000
43' G&G, 1973	78,000
41' PEARSON, 1981	125,000
41' RODNEY PAUL, 1936	48,000
41' RHODES, 1960	49,500
41' NEWPORT, 1969	79,500
41' MORGAN, 1978	85,000
41' FREEPORT, 1977	110,000

33' HUNTER. Cherubini design, long and sleek yet amazingly roomy. An exceptional liveaboard, spotlessly clean. \$37,500.

41' FORMOSA, 1972	79,500
41' CHEOY LEE, 1979	110,000
40' ISLANDER, 1979	83,000
40' HUNTER, 1985	110,000
40' HINCKLEY, 1963	89,500
40' FARR, 1984	125,000
40' COLUMBIA, 1965	45,000
40' CHALLENGER, 1974	89,000
38' MORGAN, 1981	62,000
38' EASTERLY, 1978	79,000
36' C&C YACHTS, 1980	72,000
37' WANDA BIRD, 1967	29,500
37' ISLANDER, 1974	25,000
37' IRWIN, 1979	78,000
36' YAMAHA, 1981	79,000
36' OKOMOTO, 1956	34,500
36' JIBOAT, 1981	86,000
36' FREEPORT, 1980	75,000
36' FREEPORT, 1990	75,000
36' CHEOY LEE, 2 frm	43,000
36' ANGLEMAN, 1977	55,000

FREEPORT 36 "SEA SNAKE". One of the world's most elegant yachts. Spacious teak/oak interior, sports-car handling, cruising ruggedness, pristine. \$79,000.

36' J' PEARSON TILSO	66,000
35' HO SANG JUNK, 1971	80,000
35' HERRESHOFF, 1963	25,000
35' CAL, 1980	69,500
34' HUNTER, 1983	49,500
32' RANGER, 1974	33,000
30' HUNTER, 3 frm	39,500
32' TRAVELLER, 1978	49,500

38' EASTERLY SLOOP. Traditional lines, high performance, underbody, spacious teak interior, bristol cond. Try \$79,000



50' GULFSTAR. Experienced cruiser, rich teak interior, fully equipped. 179,000 value reduced to \$110,000.

32' ELITE, 1985	55,000
32' DOWNEASTER, 1976	44,500
32' ARIES, 1979	39,500
31' DUFOUR, 1982	58,500
31' CHEOY LEE, 1969	29,000
30' TAHITI KETCH, 1976	49,500
30' S-2, 1979	33,000
30' ROBERTS, 1972	13,500
30' RANSON, 1992	28,000
30' PEARSON, 1984	61,900
30' PEARSON, 3 frm	26,800
30' ODYSSEY, 1966	26,000
30' NEWPORT, 2 frm	31,000
30' MORGAN, 1980	22,500
30' KAUFMAN, 1980	29,000
30' JIBOAT, 1982	43,000
30' IRWIN, 1980	35,000
30' COLUMBIA	26,500
30' CATALINA, 4 frm	31,500



37' IRWIN 1980. Cutter, aft cabin with AP, dodger, 2 heads, teak interior, liferaft, excellent for cruising or liveaboard. \$69,000.

30' BABA, 1979	65,000
30' BABA, 1984	65,000
29' LAPWORTH	29,900
29' CAL, 1972	29,500
29' BRISTOL, 2 frm	20,000
28' NEWPORT, 1977	21,900
28' ISLANDER, 5 frm	30,000
28' HERRESHOFF, 1952	20,000
26' RANGER, 1973	6,750
26' FRISCO FLYER, 1972	12,500
26' BALBOA, 1974	9,500
26' ARIEL, 1981	12,000
26' BALBOA, 1974	9,500
25' PHIL RHODES, 1961	9,000
25' O'DAY, 1977	12,000
25' NORTHSTAR, 70-74	15,200
25' CORONADO, 1964	6,000
24' S-2, 1978	15,000

POWER

96' BROWARD, 1958	685,000
80' TACOMA trawler, 27	125,000
70' STEPHENS, 1973	800,000
70' S.A. WILLIAMS, 1936	125,000
70' HATTERAS, 1978	895,000
60' NORDLUND, 1979	550,000
60' STEPHENS, 1968	350,000
67' CHRIS CRAFT, 1969	215,000
67' CHRIS CRAFT, 1970	199,000

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C&C 43 "FINESSE" incredible racing inventory, spacious teak interior. Only \$78,000.

66' PILOTHOUSE sedan, 72	166,000
55' CHRIS CRAFT, 1962	130,900
53' MONK, 1971	140,000
53' BLUEWATER	230,000
52' BLUEWATER	169,000
50' STEPHENS, 1960	149,000
50' OCEAN, 1983	250,000
50' LONGBEACH CO, 1961	125,000
50' GRAND BANKS, 1968	195,000



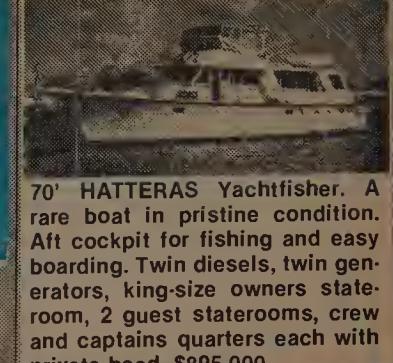
34' WELLCRAFT Express Cruiser. High performance, easy to handle, large fishing/entertaining cockpit. Incredibly luxurious accommodations below. Two private staterooms. Under \$100,000.

50' CHRIS twin dsl, 79	110,000
50' AMERICAN MARINE, 1974	195,000
49' ALBIN, 1979	165,000
48' CHRIS CRAFT, 1962	89,500
47' STEPHENS, 1965	99,950
47' PACEMAKER, 1966	126,500
47' MONK, 1962	79,000
47' KEN HILL, 1967	79,900
44' PACEMAKER, 1966	121,000



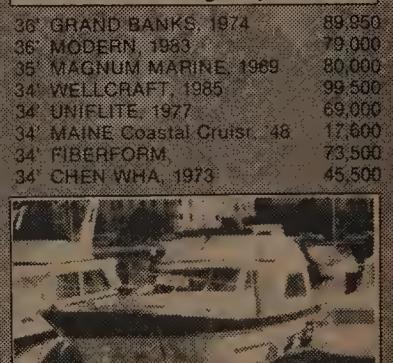
35' VIKING Sportfisher 1979. Gen, AG., Radar, windlass, outrigger, Twin 350 HP, possible trade for sailboat or GB 36. \$105,000 or b/o.

43' STEPHENS, 1929	39,900
43' PRESIDENT, 1983	169,000
42' UNIFLITE, 1973	140,000
42' GRAND BANKS, 1968	79,500
42' CHRIS CRAFT, 1964	69,500
41' P.T., 1980	95,000
41' MATTHEWS, 1952	39,500
41' LUHRS, 1979	89,000
41' CHRIS CRAFT, 1960	39,500
41' BELL BUOY,	147,500
40' PILGRIM, 1985	65,000
40' OWENS, 1968	44,000



70' HATTERAS Yachtfisher. A rare boat in pristine condition. Aft cockpit for fishing and easy boarding. Twin diesels, twin generators, king-size owners stateroom, 2 guest staterooms, crew and captains quarters each with private head. \$895,000.

40' MARINE TRADER	125,000
40' JACKOBSON, 1934	39,300
40' BLUEWATER-TAINA, 1977	86,000
40' BLUEWATER, 1977	92,000
38' STEVENS, 1941	13,500
38' CHRIS CRAFT, 1983	110,000
38' BAYLINER, 1984	109,000
37' HUNTER, 1964	41,500
37' CALIFORNIA, 1972	89,000
36' VEGA, 1962	44,000
36' CALIFORNIA, 1972	89,000
36' STEPHENS, 1954	27,500



36' MODERN. A remarkably crafted classic, maintained in bristol condition. \$99,500.

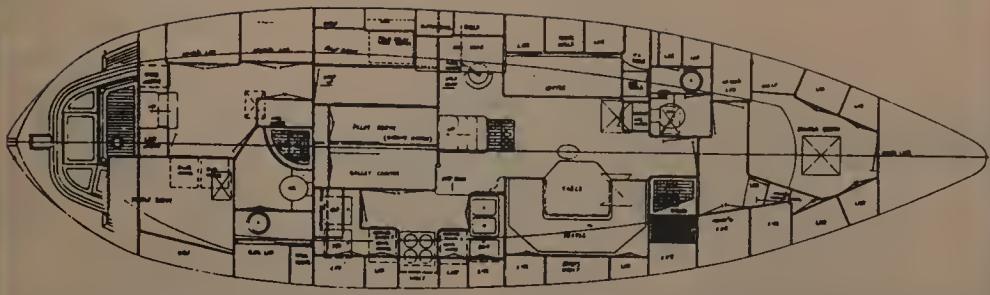
34' CALIFORNIA, 1977	59,000
34' BAYLINER, 1981	54,900
31' OWENS, 1964	17,500
30' TOLLEY, 2 frm	37,000
30' SEARAY, 1974	38,500
30' SCOUT, 1979	57,500



52' BLUEWATER Sedan Cruiser. Spacious interior with exceptional lines, large bridge sun deck for entertaining. Aft cockpit for fishing. Refrig/freezer & modern galley. Comfort and performance at an affordable price. \$169,000.

26' MIRRO, 1979	28,500

Attention To Detail
And Superior Quality
Control Is The Key To
The Passports Beauty
And Integrity.



Custom Interior Layouts

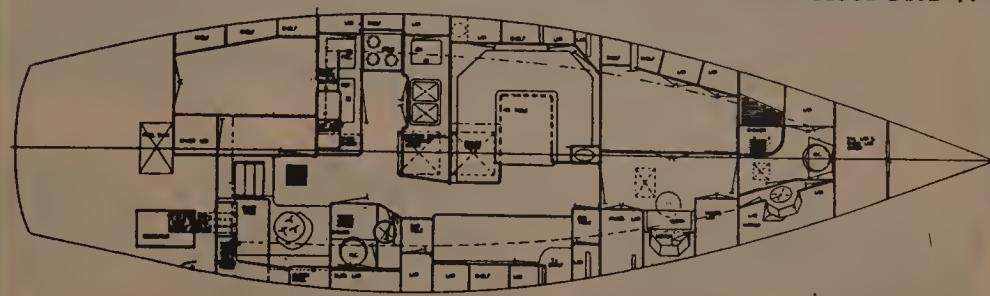
Passport owners have a fierce pride in their handcrafted yachts tailored to their individual needs. All Passport Yachts feature large volume interiors that have been skillfully designed to offer a wide variety of optional interior layouts.

Robert Perry, designer of the Passport 37, 40, 47 and the new 41 and 44 says it best, "Passports are some of my most popular designs due to quality workmanship, superior handling performance and competitive price. A combination that's hard to beat."

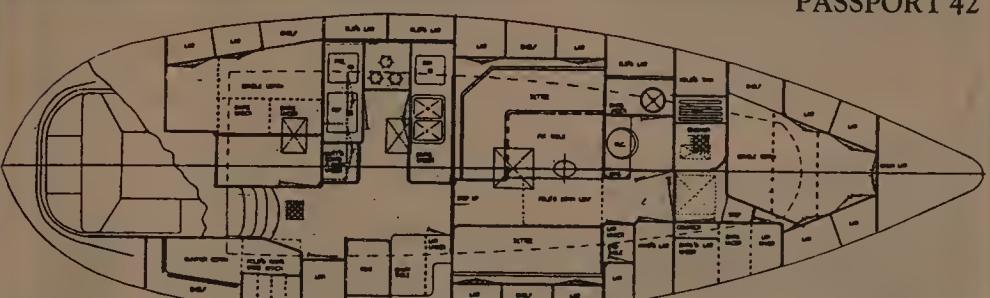


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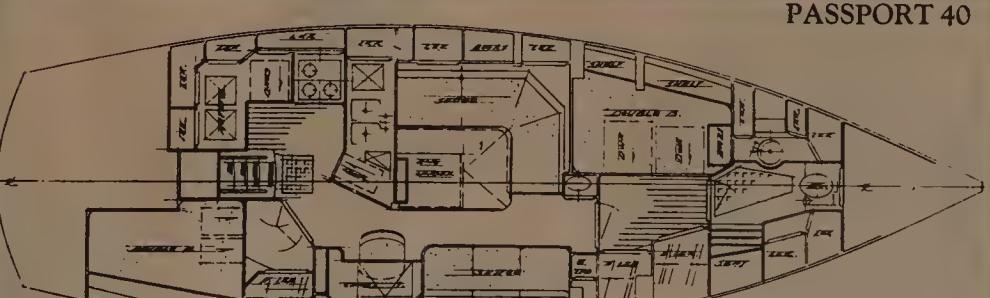
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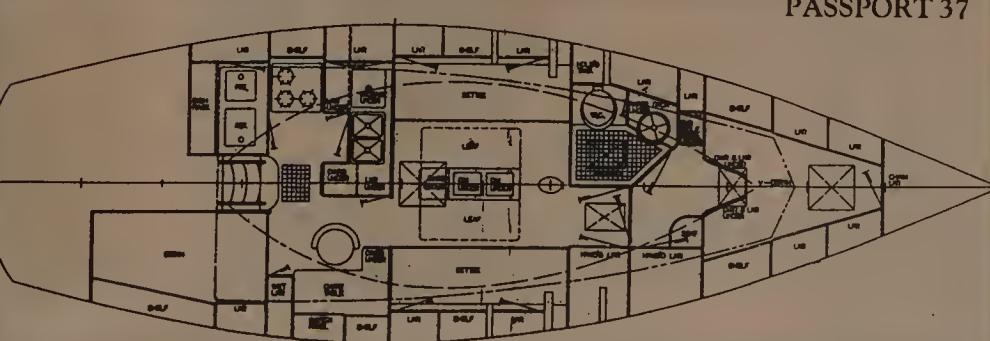
7 Optional Interior Layouts



5 Optional Interior Layouts



10 Optional Interior Layouts



4 Optional Interior Layouts

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CATALINA 34
#1 Seller in the Country

Made in USA

MYLES RINGLE



ERICSON 30

Brand new BMW diesel.
\$18,900



NAUTICAT 40

All the options.
Two from \$185,000

PEARSON 28

Very clean,
beautiful interior.
\$23,900



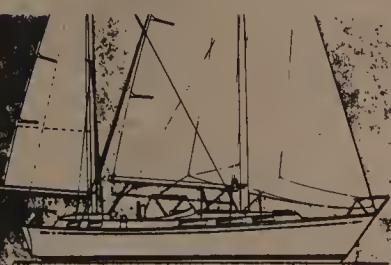
CATALINA 30

Pedestal, diesel, shower.
\$32,900



JEANNEAU 32

Pedestal, dodger, clean.
\$49,500



SWIFT 40

Center cockpit,
lots of toys.
\$99,500

1985 CATALINA 36

Custom refrigeration, dodger,
masthead navigation, ready for
cruising. Very clean.



FISHER 34

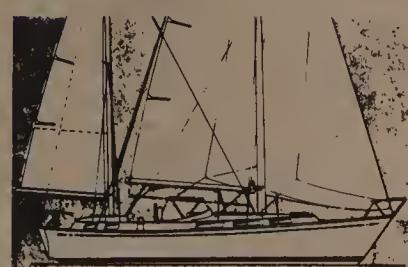
Custom interior.
\$109,000

FARALLONE YACHT SALES

YR LOA	TYPE	PRICE
'76 15'	Coronado	\$1,950
'78 21'	Balboa	3,900
'73 22'	Catalina	3,900
'73 22'	McGregor	6,400
'80 25'	Catalina	11,900
'81 25'	Catalina	14,900
'81 25'	Catalina	13,500
'80 25'	Capri	11,900
'80 25'	Ericson	12,900
'76 25'	O'Day	12,900
'80 25'	Windrose	11,900
'83 26'	Windrose	16,000
'70 26'	Ranger	13,500
'75 2-27'	Cal	16,900
'72 27'	Catalina	13,900
'76 27'	Catalina	14,000
'77 27'	Catalina	17,500
'77 27'	Catalina	15,500
'79 27'	Catalina	14,500
'78 27'	Catalina	17,000
'80 27'	Catalina	23,000
'83 27'	Catalina	25,500
'82 27'	Catalina	24,000
'76 28'	Pearson	23,900
'74 29'	Seafarer	9,900
'69 30'	Ericson	18,900
'73 30'	Tartan	28,000
'78 30'	Catalina	30,000
'78 30'	Catalina	30,000
'80 30'	Catalina	29,000
'81 30'	Catalina	33,000
'83 30'	Catalina	33,900
'83 30'	Catalina	34,500
'84 32'	Jeanneau	49,500
'84 34'	Fisher	109,000
'83 36'	Catalina	65,000
'85 36'	Catalina	69,500
'82 36'	Watkins	75,000
'82 36'	F-3	115,000
'84 38'	Catalina	69,000
'76 38'	Nauticat	128,000
'79 46'	Morgan	150,000

EAGLE YACHT SALES

'75 16'	Hobie	1,200
'70 21'	Victory	1,295
'84 22'	O'Day	9,500
'71 22'	Catalina	4,995
'84 22'	Catalina	8,995
'69 23'	Coronado	4,800
'72 23'	Ranger	9,995
'62 24'	Lapworth	11,500
'67 25'	Coronado	6,000
'77 25'	Catalina	13,500
'70	Intern'l Folkbt.	10,500
'69 26'	Ericson	11,000
'73 27'	Vega	13,500
'68 27'	Santana	13,995
'71 27'	Catalina (7)	13,000
'82 30'	Capri	28,000
'69 30'	Ericson	27,500
'73 30'	Fisher	54,000
'73 30'	Islander	24,900
'79 30'	Catalina (5)	30,000
'82 30'	Catalina	34,500
'74 3-30'	Cal	25,000
'60 33'	Voyager	24,995
'70 34'	Bristol	29,995
'71 34'	Colombia	30,900
'80 34'	Wylie	49,500
'69 34'	Islander	34,000
'79 36'	Allied	79,995
'77 36'	Islander	55,000
'83 38'	Wauquiez	110,000
'84 36'	Grnd Banks	135,000
'77 39'	Cal	76,500
'85 40'	Nauticat	185,000
'82 40'	Swift	105,000
'80 46'	Alaskan	155,000
'77 50'	Gulfstar	107,000



The Catalina 22, 25, 27, 30, 34, 26, and 38
Morgan Yachts, Nauti Cat motorsailers, the Niagara 35 and 41, and Nacra

EAGLE YACHTS Coyote Point Marina, San Mateo (415) 342-2838
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 - \$11.00 for 40 copies
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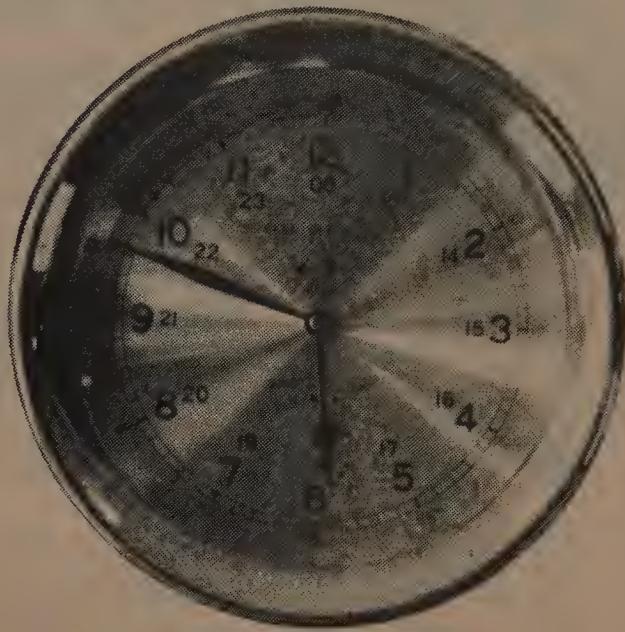
Latitude 38

"we go where the wind blows"

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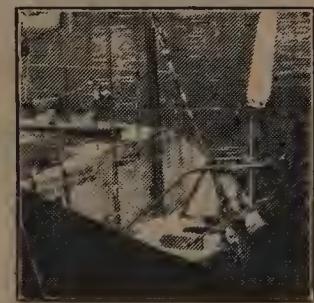
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MONITOR

THE WINDVANE THAT SURVIVED THE ULTIMATE TEST:
THE BOC SINGLEHANDED AROUND THE WORLD RACE.

Mike Plant — *Airco Distributor* ►
1ST IN CLASS II

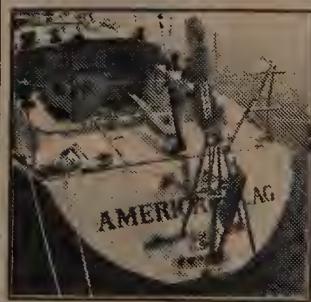
The winning sailor for boats between 40 to 50 feet and the best American. The MONITOR controlled this powerful racing machine even in extreme conditions. Best 24 hour run *under MONITOR* vane only, was 240 miles.



►Hal Roth — *American Flag*

4th in Class II

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6th in Class II

The BOC was Mark's 2nd circumnavigation via the Southern Ocean. Both voyages his MONITOR steered 90% of the time, always in heavy weather. During his 61,000 miles he has suffered *not one* single MONITOR breakdown!



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7/32	7/16	60'	60'	196.00	96.00
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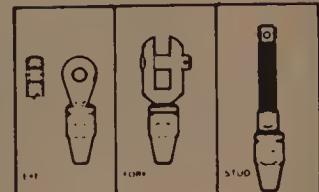
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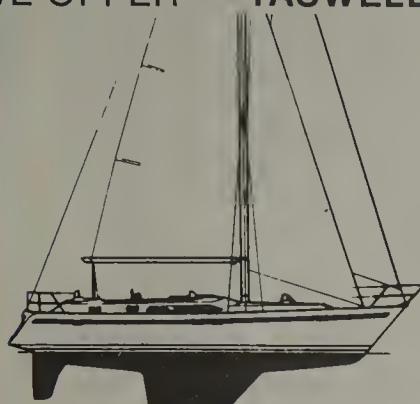
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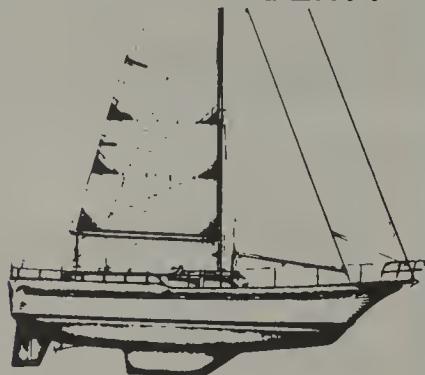
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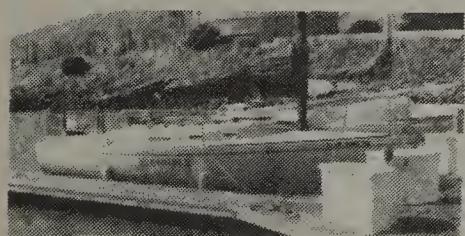
17' O'DAY, 1977,	\$ 2,000
23' O'DAY, 1975,	9,000
25' FREEDOM, 1983	19,750
26' SAN JUAN, 1983	17,500
26' CHRYSLER, 1977	6,900
27' CATALINA, 1979	16,900
28' ISLANDER BAHAMA, 1981	29,850
28' H-28, 1962	28,500
29' ERICSON, 1978	23,000
30' CLIPPER MARINE, 1975	9,950
30' COLUMBIA, 1974	25,750

30' BABA, 1979	65,000
30' BABA, 1985	86,000
30' PALMER JOHNSON, 1972	38,500
30' ERICSON, 1969	25,000
35' CHEOY LEE LION, 1956	36,000
35' CHEOY LEE SLOOP, 1981	55,000
35' NIAGARA, 1982	82,500
36' ISLANDER, 1974	44,950
36' S2 (11m), 1980	68,950
37' HUNTER, Cutter, 1981	58,950
37' SOVERAL, 1972	25,000
37' TAYANA, Cutter, 1981	83,000

38' DOWNEAST, Cutter, 1975	75,000
38' CATALINA, 1984	65,000
38' C&C LANDFALL, 1980	76,500
39' BRISTOL, 1969	67,000
39' CAL, 1979	79,000
41' MORGAN, Ketch, 1978	85,000
42' CUSTOM Cruising Ketch, 1982	79,500
46' LIBERTY 458, 1986	196,900

POWER

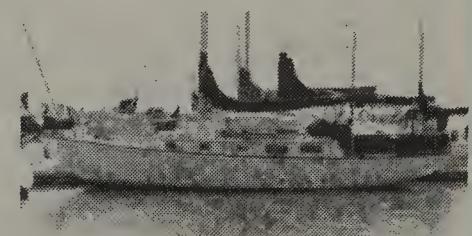
30' WILLARD VEGA, 1975	55,000
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FREEDOM 25 \$19,750



BABA 30 1985 \$86,000



BRISTOL 39 \$67,000



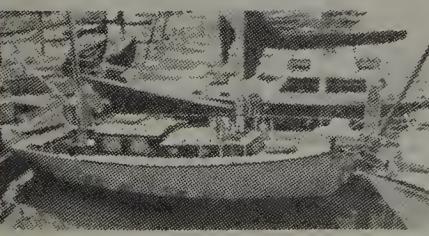
CATALINA 27 \$16,900



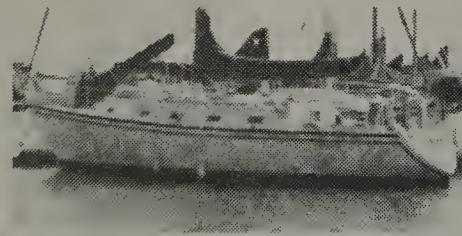
NIAGARA 35 \$82,500



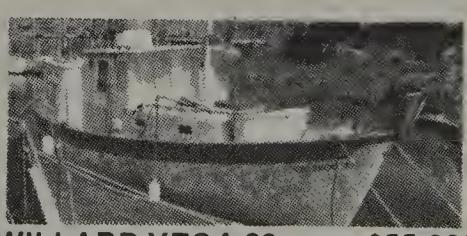
LIBERTY 458 \$196,900



H-28 (Wood) \$28,000



HUNTER 37 \$58,950



WILLARD VEGA 30 \$55,000

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FREEDOM 25 Thinking about the single-handed Trans Pac? It's time to start. Here's a real sleeper. We'll show you how to rig her up to take those marbles.



MORGAN 33 Massive interior made this a popular model for far-flung charter fleets. Fully equipped for all kinds of service. \$44,950.



TARTAN 30 Tartan has built a lot of great boats but this might be the all around champ. Just a beautiful sailing boat built right. \$35,000.



IRWIN 52 Huge and bristol Caribbean charter queen. Spacious, comfortable cruising. Fully equipped, sails, furling jib, complete electronics and safety equipment. Ready to go. \$160,000.



ISLANDER 30 MkII How about a good sailing boat, big interior, easy wheel steering with all sail controls lead aft, and diesel. Asking \$24,900.



BAHAMA 24 Beautiful custom teak interior that is a must see. Built & sailed to New Zealand & back by a very clever Santa Cruz boat builder. Has trailer too.



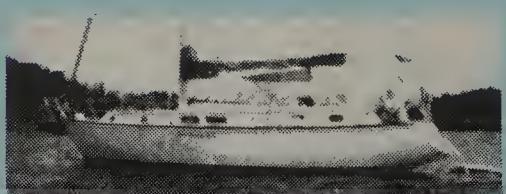
MERIT 22 Easily trailered to any lake or bay on the continent. Completely equipped with every go fast gizmo to tackle the best racing fleet anywhere. \$13,900.



ISLANDER 32 With autopilot, loran, dodger, zodiac ready to cruise. Has been a liveaboard for 2 years. Owner moving east & must sell now. \$34,950.



RANGER 33 A Gary Mull classic that sails great and will always look great. This one has been beautifully prepared to sell. \$35,900.



GULFSTAR 43 The best liveaboard value on the Bay. All the luxury you deserve and lots of sailing gear, too. This boat's an excellent value and has a new \$6,000 bottom job. Don't miss this one! \$89,500.



SANTANA 35 Join one of the most active and skillful racing fleets on the Bay. Owner has a new boat & is very eager to sell. Bring any offer.



MORGAN 32 Price falling farther & faster than the Dow. Owner has decided that if it takes a ridiculous low price, so be it. Here's this month's most-boat-per-dollar value. \$42,950.

SELECTED SAIL BROKERAGE

20' FLICKA	25,500
22' WSTRLY NOMAD w/trlr	15,000
24' PAC. SEACRAFT DANA	49,500
25' CATALINA w/trlr	14,900
25' CUSTOM BAHAMA	17,900
25' FREEDOM	21,900
25' HUNTER	14,900
25' MERIT	13,900
26' CONTESSA	20,000
26' PEARSON	15,500
26' PEARSON ARIEL	9,500
27' CAL 2-27	17,500
27' CATALINA	19,500
27' H-27	16,900
27' NEWPORT	17,000
27' NOR'SEA	38,500
27' PAC. SEACRAFT ORION	43,900
27' SUN	17,500
28' PEARSON	45,900
28' RHODES RANGER	12,500
28' TAIPAN	19,500
29' CASCADE	20,000
29' ERICSON	19,900
30' BABA	65,000
30' BRISTOL 29.9	39,750
30' COLD-MOLDED MULL	32,750
30' ERICSON	27,500
30' ISLANDER MKII	28,300
30' PEARSON 303	49,950
30' RAWSON	21,500
30' S2-C	44,000
30' WILDERNESS	Offers
31' HALLBERG RASSEY	47,000
31' MARIAH	(2) 46,000
32' 1914 MOWER Knockabout	14,000
32' ERICSON	27,000
32' TRAVELLER	39,500
32' VALIANT	59,500
32' WESTSAIL	from 46,900
33' FREEDOM	79,500
33' HUNTER	39,500
33' MORGAN OUT ISLAND	44,950
33' TARTAN 10	24,900
34' CHINOOK	19,500
34' STEEL NEW	loaded 79,950
34' FISHER P.H.	109,000
34' HUNTER	49,500
35' BRISTOL	63,000
35' C&C LANDFALL	82,500
35' COLUMBIA 10.7	44,500
35' GARDEN Ketch	34,950
35' SANTANA	\$275/mo 49,500
36' ANGLEMAN Ketch	55,000
36' COLD MLD CUTTER	59,500
36' ISLANDER	42,000
37' BALTIC	99,500
37' CREALOCK	99,500
37' GULFSTAR	68,500
37' ISLANDER	44,000
37' TRISMUS	58,000
38' C&C LANDFALL	76,500
38' CSTM HUNTINGFORD	79,500
38' HANS CHRISTIAN	110,000
38' PACIFIC	69,500
38' STEEL PILOTHOUSE	79,500
39' FREEDOM EXPRESS	125,000
39' FREYA	(2) 79,500
40' NICHOLSON	120,000
41' MORGAN OUT ISLAND	85,000
42' GARDEN Ketch	105,000
43' HANS CHRISTIAN	125,000
43' RON HOLLAND	160,000
44' FREEDOM	130,000
44' LANCER Motorsailer	139,500
44' PETERSON CUTTER	109,000
45' EXPLORER	110,000
45' FUJI	139,500
45' LANCER Motorsailer	Try 149,000
47' PERRY Cutter	115,500
47' SPARKMAN&STEPHENS	149,500
47' VALIANT	275,000
50' PRIMROSE	68,000
50' CUSTOM Steel	240,000
51' MORGAN OUT ISLAND	175,000
52' GARDEN/MONK	110,000
59' STEEL P.H. Ketch	250,000

Cruising World Yachts

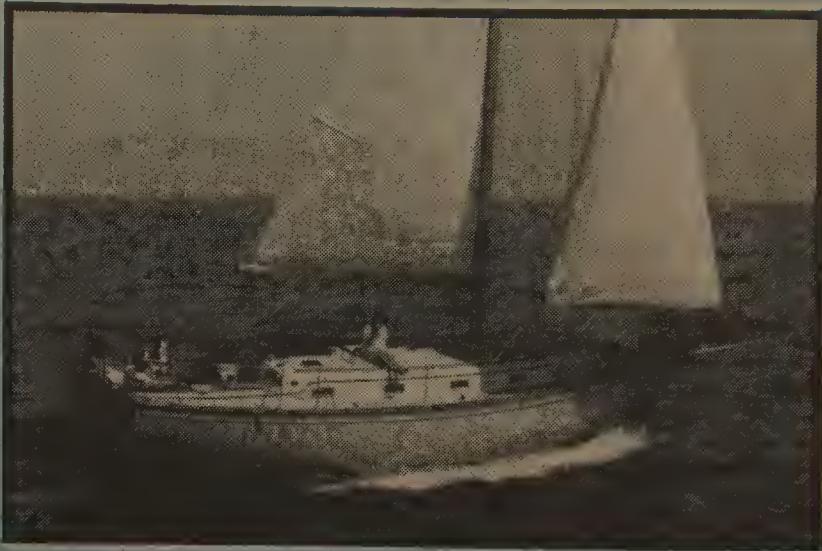
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PACIFIC SEACRAFT

The surprising thing about Pacific Seacraft Yachts is that they can be so massive and stout yet still be quick and pretty. Bow pulpit, mast pulpits, chain plates, solid bronze ports all would be within specifications for much larger boats yet they are made to fit in beautifully. See the latest Pacific Seacraft arriving soon in Alameda.



FREEDOM YACHTS

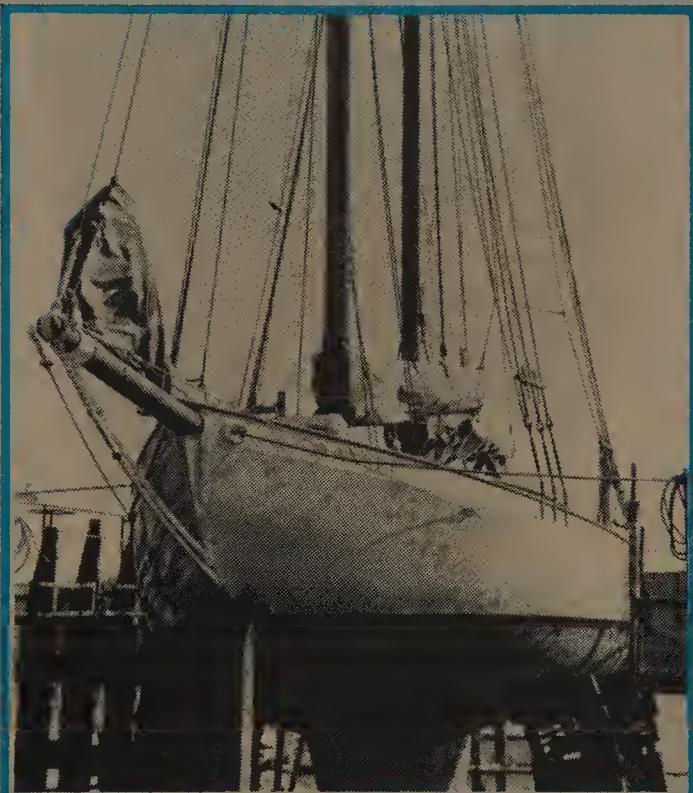
Freedom 36. Eighty-five boats since August 1985 and still going strong. This boat is going to keep racking up legend quality stories for a long time. Like Jim Dickson, sailing alone without eyesight across the Atlantic. Hammered by a tropical depression, he closed up shop during the worst, and went below and let the Freedom 36 take care of him. Shortly after he was interviewed on national TV from Bermuda, saying great things about the boat.



Cruising World Yachts

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310 West Cutting Blvd., Richmond, CA

CALENDAR

Nonrace

November 1 — Coast Guard Appreciation Day at Corinthian YC, Tiburon. A Coast Guard cutter will be open for tours and there will be a demonstration of a helicopter sea rescue at 2 p.m. Any volunteers? For more information call Richard Grey at 924-6063.

November 3 — Portola Sail YC meeting, 7-10 p.m. at 365 Lake Avenue, Santa Cruz Harbor. Ron Moore will speak. When Ron Moore speaks, people listen — and laugh. For information call (408) 462-6483.

November 5 — Werewolves YC congregates at Hospital Cove at midnight. Full Moon, you know.

November 6 — "It's Better In The Bahamas", slide show by Gary Cook and David Houtrouw. Free. Starts at 7:30 p.m. at Stockdale Marine in Sacramento. Call (916) 332-0775.

November 7 — Seven Seas Cruising Association Bay Area party starting at 3 p.m. at Ballena Bay YC in Alameda. Dock space available. The association is a worldwide group of cruising sailors who live aboard and cruise or plan to cruise. For more information call Jim or Sherry Jeffery at 865-1601 or Marja or Stephen Vance at 865-8589.

November 11 — Open house at Island YC, located in Alameda Marina, 1815 Clement Avenue. Coincides with Commodore's Race and spaghetti feed. For information call Ron Lee at (408) 742-6922 days or (408) 225-0311 evenings.

November 11 — "Voyage to Islands of Mystery and Adventure", a slide show narrated by John Neal and Barbara Marrett about their 14-month cruise through the South Pacific on the 31-foot *Mahina Tiare*. Featured are the Galapagos Islands, Easter Island and Pitcairn Island. Also on the program is the 1929 film *Round Cape Horn* showing the four-masted *Peking* rounding the Cape during a big blow. Tickets are free at any West Marine store. The show starts at 7:30 p.m. at College of Marin.

November 14 — Chantey program. Sing songs of the sea on the C.A. Thayer at San Francisco's Hyde Street Pier. Free. Word on the dock is that Mick, Bruce and Whitney may show. Starts at 8 p.m. Register by calling 556-1871.

November 17 — Anchorouts, pay attention! At 11 a.m. the Richardson Bay Regional Agency's plan to regulate — read remove — anchorouts will be discussed by the Board of Supervisors, the Army Corps of Engineers and the Sausalito City Council. It's a public meeting at the Corps of Engineers Bay Model in Sausalito. If you're at all interested in what happens on the Sausalito waterfront, don't miss this one!

November 17 — Tenth Annual Ship's Chandlery Pre-Christmas Party. Entertainment by the Dogwatch Nautical Band. Door prizes and refreshments. 7-10 p.m. at the Ship's Chandlery, 1640 W. Campbell Avenue, Campbell.

November 18 — IMS (International Measurement System) explained by designer Gary Mull starting at 7 p.m. at Golden Gate YC, San Francisco. The club will open at 6 p.m. Sponsored by Women's Racing Association. Free. For information call Debra Jose at 563-1731.

November 18 — Singlehanded Sailing Society TransPac Seminar. 7 p.m. at Oakland YC in Alameda. Self-steering will be discussed by Hans Bernwall of Scanmar Marine. Also on the agenda are videos of the BOC and 1986 Singlehanded TransPac races, plus a film on the 1980 OSTAR race, "American Challenge." For more information call SSS at 332-5073.

November 21 — Islander Bahama annual class meeting. 8 p.m. at Encinal YC in Alameda. For information call John Super at 826-8370.

December 4 — Trailerboating in Northern California. Slide show

87/88

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For The Other Sailing Season

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- Dancing
- Dinners
- Host — Berkeley Y.C.

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Starts 4 p.m. following Saturday's Races

Schedule

Nov. 7 & 8	Information: Bobbi Tosse	939-9885
Dec. 12 & 13	Kirt Brooks	284-1778
Jan. 9 & 10	Party Info: Jim Bennett	835-4650
Feb. 13 & 14	Race Registration: YRA	771-9500

BE SURE TO REGISTER EARLY!

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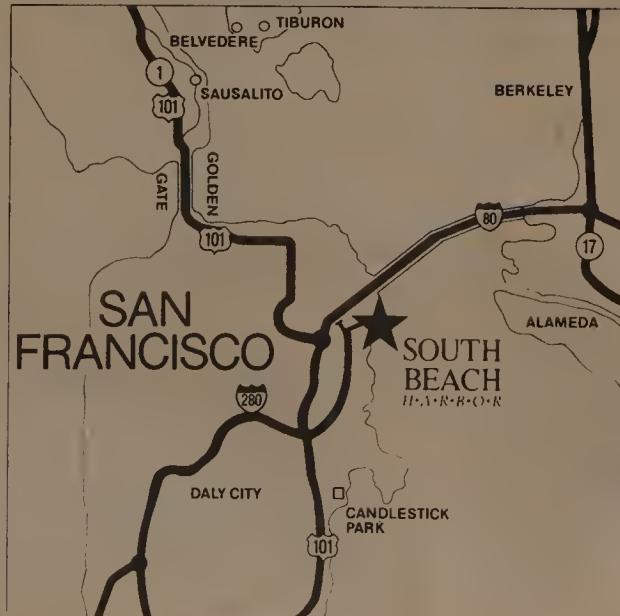
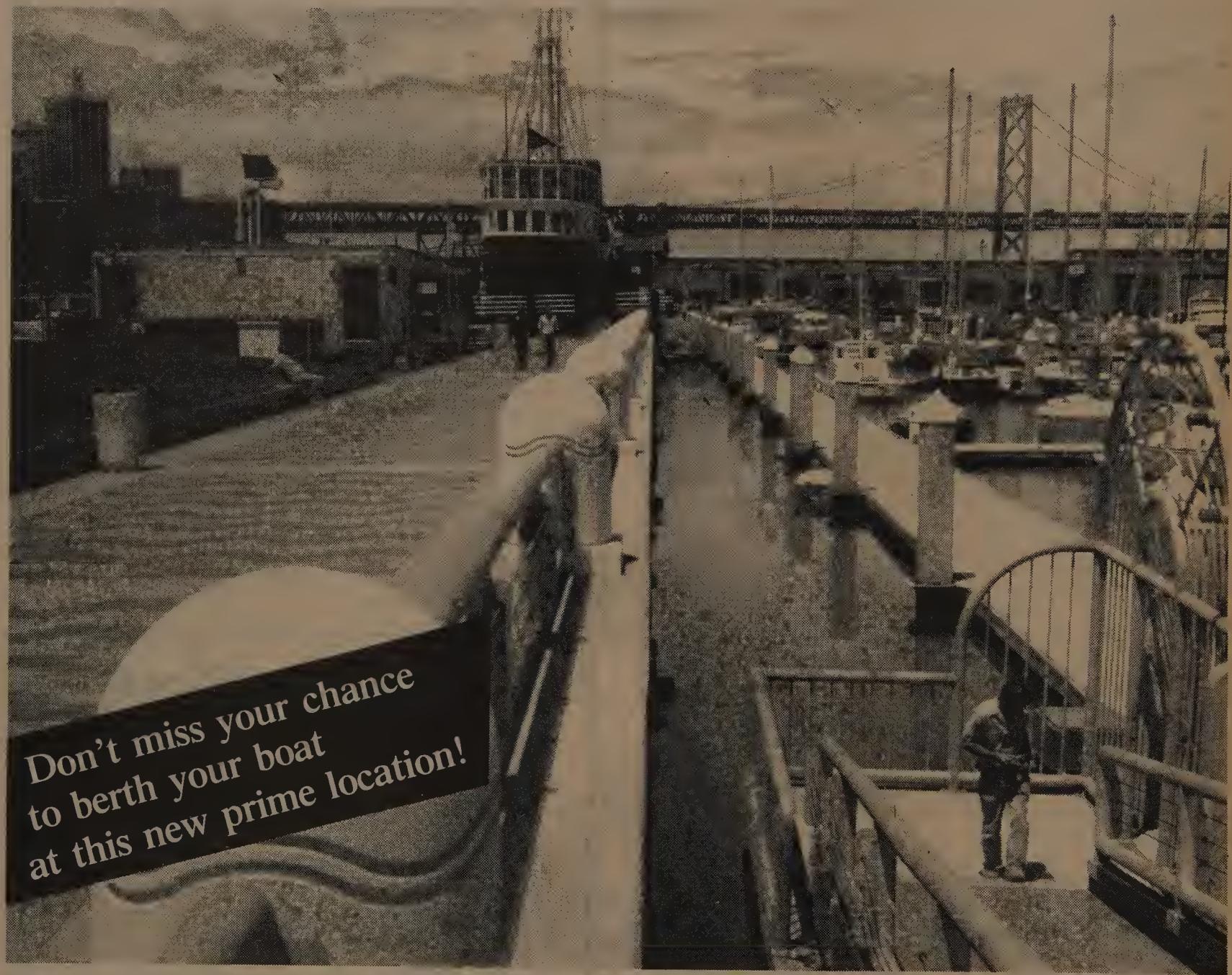
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\$25.00 Entry Fee

\$10.00 Late Fee After

January 10, 1987

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- ★ Located one-half mile south of the Bay Bridge.
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South Beach Harbor

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Harbor Master: (415) 495-4911

CALENDAR

narrated by John Hunter. 7:30 p.m. For information call Stockton Marine, (916) 332-0775.

December 5 — Hiram Gun, rock star and all-around good guy, hosts his 17th annual stag party under the full moon on various docks around the Bay. Seventeen stag parties and he's only been married three times!

December 12 — Christmas at Sea program aboard the C.A. Thayer at Hyde Street Pier in San Francisco. Tour the ship, decorate a Christmas tree in the captain's cabin and have cookies and hot cider. Free. Program repeated December 20 on board the *Balclutha*. For information call 556-2904.

December 22, 1952 — Alain Bombard, a French physician, arrived in Barbados after sailing for three months from Casablanca in the 15-foot rubber raft *Heretique*. He carried no food or water. The voyage was an experiment to prove that a man could survive at sea by living off fish and plankton. The record doesn't show what he ordered for his first meal upon landing. It probably wasn't fish.

January 2-10 — International Boat Show, Moscone Center, San Francisco.

Racing

November 14 — Women's Racing Association race. For information contact Sandi Harris at 648-5530.

November 13-27 — Long Beach to Cabo San Lucas Invitational Race. After years of making a name for himself on the Bay, Hal Nelson sails in the Mac 65, *Zeus*, in pursuit of a little international glory. Call (213) 598-9401.

November 21 — MORA trophy dinner. 7:30 p.m. Island YC, 1853 Clement Avenue, Alameda. For reservations, call Bud Fraze at 828-7407.

November 21 — Relive summer memories! HDA trophy presentation and fall meeting. Berkeley YC. Cocktails 6:30 p.m., dinner at 7:30 p.m. Reserve by November 17. Contact YRA, 771-9500.

November 28 — Women's Racing Association race. Contact Sandi Harris at 648-5530 for information.

December 5-12 — Second Annual Invitational Presidents Cup (Copa De Los Presidentes) in La Paz, Mexico. Five North American yacht clubs, including St. Francis YC, will compete against five Mexican clubs. Sponsored by Lomotil and Pancho Villa *alcohol de cana*.

December 17 — Southern Cross Cup, Cruising YC of Australia, Sydney. Watch for *Sidewinder* and *Jubilation*, both California entries. The biggest time racing there is south of the Equator.

December 26 — Sydney-Hobart Race, sponsored by the Cruising YC of Australia as part of the Southern Cross series.

MIDWINTER SERIES

BERKELEY/METROPOLITAN YC — November 7-8, December 12-13, January 9-10, February 13-14. Olympic Circle. Contact Kirt Brooks, 284-1778.

CORINTHIAN YC — January 16, 17, February 20, 21. Start and finish in Belvedere Cove. Contact George Horsfall, 435-6321.

GOLDEN GATE YC — November 1, December 6, January 3, February 7, March 6. Cityfront. Contact the club at 346-BOAT.

SANTA CRUZ YC — November 21, December 19, and others to be announced. Contact Roger Sturgeon, (408) 942-8800.

SAUSALITO CRUISING CLUB — November 7, December 5, January 2, February 6, March 6. Mid-Bay. Contact YRA at 771-9500.

SAUSALITO YC — November 21, 22, January 23, 24, February 20, 21. Starts at Little Harding. Contact the club at 332-7400.

STOCKTON SAILING CLUB — November 7, 21, December 5. Contact Greg Hill, (209) 529-7343.

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SAILBOAT LISTINGS		
LOA	MODEL	PRICE
20'	Signet sloop . . . w/trailer	\$6,500
21'	Freedom . . . w/trailer	14,900
21'	Freedom . . . at our docks	13,900
25'	Ericson . . . inboard diesel	14,500
27'	Catalina . . . at our docks	11,600
27'	US Yacht . . . diesel	18,000
30'	Rawsan . . . at our docks	14,500
31'	Ericson . . . diesel	34,000
31'	Pearson . . .	35,000
305	Pearson . . .	58,900
33'	US Yacht . . .	29,000
34'	Hunter . . .	55,000
35'	Ericson . . .	SOLD
35'	Santana . . .	SOLD
38'	Magellian . . . Ketch	57,000
38'	Catalina . . . loaded	67,000
38'	Ericson . . .	74,000
37'	Baltic . . .	99,000
38'	Hans Christian . . . T model	89,000
39'	Hans Christian . . .	sold
41'	Ericson . . . back on market	47,500
43'	Hans Christian . . . cutter	155,000
43'	Hans Christian . . . ketch	125,000
45'	Fiji . . .	128,500



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CALENDAR

VALLEJO YC — November 15, December 6, and others to be announced in January and February. Contact (707) 746-1000.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but *please* only one announcement per page!

Calendar listings are announcements, and any events that are free or cost less than \$5 to attend. The *Calendar* is **not** meant to support commercial enterprises.

November/December Weekend Tides			
date/day	max current	slack	max current
11/01/Sun		0338	
	0643/3.5F	0950	1241/3.2E
		1614	
	1906/2.9F		
11/07/Sat		0239	0451/2.2E
		0802	
	1046/2.4F	1328	1653/4.8E
		2054	
11/08/Sun	0000/3.7F	0330	0534/1.9E
		0845	
	1126/2.1F	1407	1738/4.5E
		2141	
11/14/Sat		0203	
	0514/2.6F	0829	1056/1.9E
		1445	
	1715/1.5F	1953	2251/2.9E
11/15/Sun		0249	
	0556/2.7F	0905	1145/2.4E
		1536	
	1815/1.9F	2059	2346/2.7E
11/21/Sat		0136	0344/2.3E
		0642	
	0941/2.6F	1220	1556/5.3E
		1948	
	2251/3.9F		
11/22/Sun		0228	0432/2.1E
		0723	
	1023/2.5F	1300	1641/5.4E
		2035	
	2341/3.9F		
11/28/Sat	0114		
	0426/3.5F	0743	1017/2.6E
		1400	
	1639/2.2F	1924	2223/3.4E
11/29/Sun		0209	
	0517/3.4F	0826	1119/3.2E
		1504	
	1752/2.6F	2041	2327/3.0E
12/05/Sat		0142	0351/1.8E
		0655	
	0941/2.4F	1223	1551/4.9E
		1954	
	2304/3.7F		
12/06/Sun		0229	0433/1.7E
		0738	
	1023/2.2F	1302	1630/4.7E
		2038	
	2347/3.5F		

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TO: Mariners who want or now have a Coast Guard license.

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*adapted from *Notice to Mariners*, Defense Mapping Agency H/T Center



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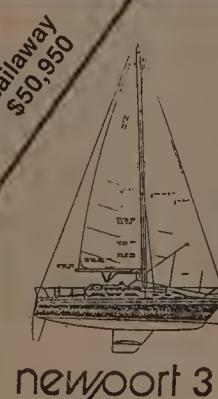
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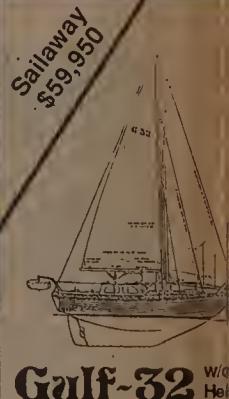
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LOA	DESIGN	ASKING	LOA	DESIGN	ASKING
24' J/24, '79, Six sails.....		11,000	34' Seafarer, '74, Dsl, Bristol.....		34,000
25' Merit & trailer, '83, Race or cruise		18,000	36' Cheoy Lee center cockpit ketch '76		67,000
27' Newport, 1980, Clean.....		19,000	36' Pearson 365, '77, Liveaboard, race/cruise		67,000
27' Coronado, '72, OMC I/B		13,000	36' S-2 (11 Meter) sloop, '80		65,000
27' Ericson, '74		15,900	36' Yamaha sloop, '81, Race, cruise		79,000
27' Express & trailer, '82, Clean racer, 9 sails		27,000	37' Anglemans Ketch, 1977		55,000
27' Watkins, dsl, '80, Bristol		19,900	37' Gulfstar, '78, Great liveaboard		79,000
28' Islander, '75, Sausalito berth		28,500	38' Alajuela, '77, Loaded for cruising		79,000
28' Santana, '76, Diesel, loaded		19,300	39' Freya, '72 from		79,500
30' Catalina		28,500	41' Formosa ketch, '72, Cruise/liveaboard		79,000
30' Fisher P.H. M/S, '78		55,000	41' Newport-II, '83, Sausalito berth		82,000
30' Pearson 303, '83, Dsl, wheel		49,000	42' Garden ketch, 1975, Great liveaboard		95,000
30' Rawson, 1967, dsl, full keel		27,700	44' Spencer Cutter, 1979, Loaded		139,000
32' Aries sloop, '79, Sausalito berth		37,500	50' Gulfstar Ketch, 1977, Liveaboard		110,000
32' Downeast cutter, '76, Sausalito berth		54,000	60' Gulf Cutter, 1911, Fully restored beauty		95,000



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1985

OUR GRAND OPENING SPECIALS SAILAWAY PRICED!

*	ERICSON 26	\$41,957	NOW \$34,950
	ERICSON 28	\$50,086	NOW \$45,533
	ERICSON 32	\$73,470	NOW \$66,851
	ERICSON 32-200 AFT. CABIN (NEW MODEL)	N/A	NOW \$67,882
	ERICSON 34 AFT CABIN (NEW MODEL)	\$88,955	NOW \$79,374
	ERICSON 35	\$89,446	NOW \$81,315
	ERICSON 38-200	\$106,981 (NEW MODEL)	\$95,575

PLUS:

The Ericson 32, 34, 35 and 38 include, at no charge, Ericson's famous Easy Trim Package: All self-tailing winches, halyards and reefing led aft. Boom Vang, sails and roller furling & sails.

All sales must be finalized by November 15, 1987 and boats delivered by December 31, 1987.

Also on sale are the Donzi and Cruisers Inc. Powerboats!

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Also on sale are the Donzi and Cruisers Inc. Powerboats!

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		SOLD NEW	SALE PRICE
P-23	1983	\$23,000	
P-28	1986	53,000	
P-303	1985	63,000	
P-303	1986	65,000	
P-323	1982	SOLD 75,000	41,000
P-33	1986	SOLD 83,000	58,000
P-36	1985	110,000	
P-37	1982	89,950	
P-385	1984	147,000	

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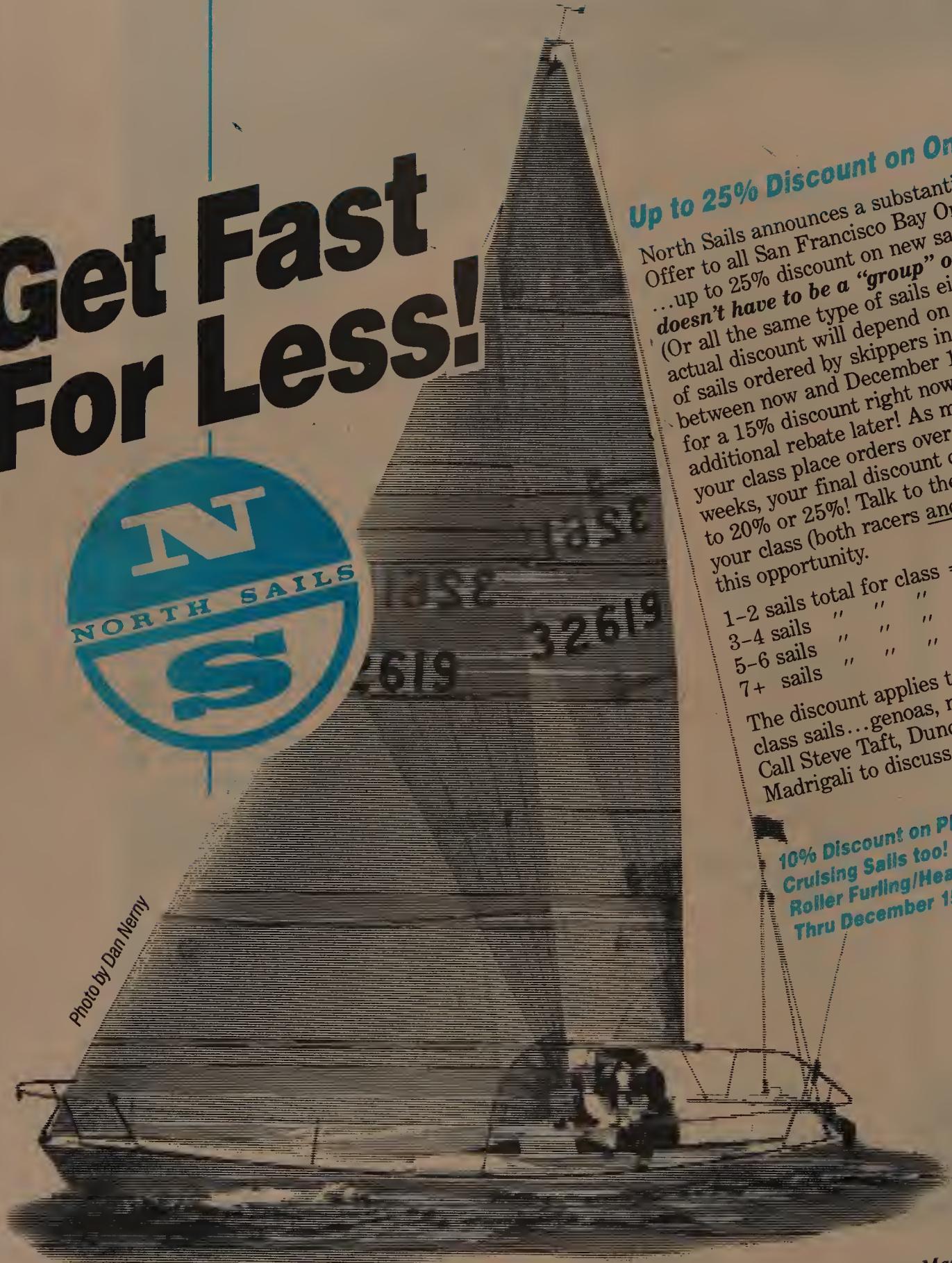
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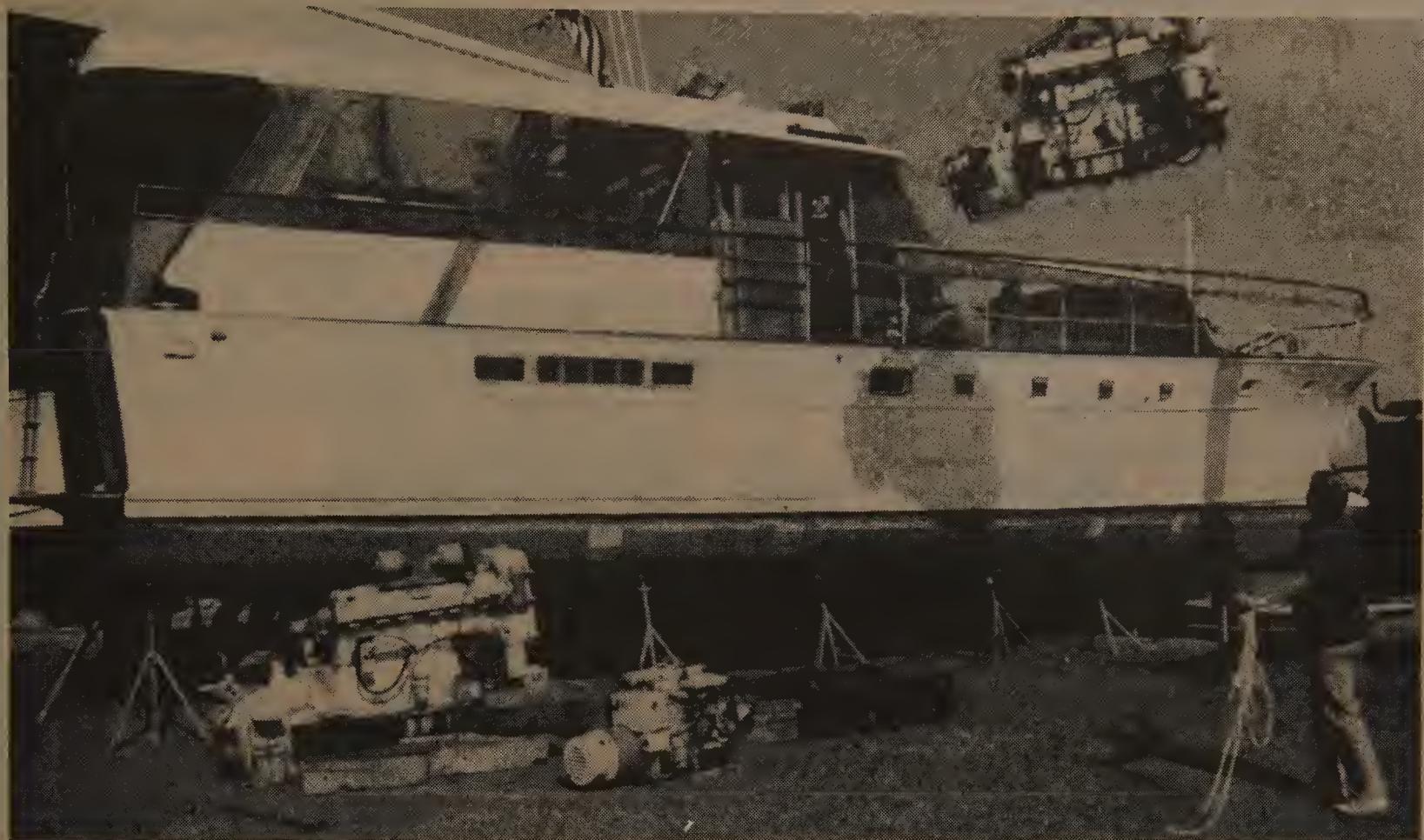
North Sails announces a substantial Fall Discount Offer to all San Francisco Bay One-Design Classes ...up to 25% discount on new sail orders! **And it doesn't have to be a "group" order to qualify!** (Or all the same type of sails either). Your actual discount will depend on the total number of sails ordered by skippers in your class between now and December 15. You could qualify for a 15% discount right now & end up with an additional rebate later! As more racers in your class place orders over the next few weeks, your final discount could easily jump to 20% or 25%! Talk to the other sailors in your class (both racers and cruisers) about this opportunity.

1-2 sails total for class = 10% discount
3-4 sails " " " " = 15% discount
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The discount applies to all one-design class sails...genoas, mains & spinnakers. Call Steve Taft, Duncan Kelso or Jeff Madrigali to discuss your inventory.

**10% Discount on PHRF, IMS, IOR and
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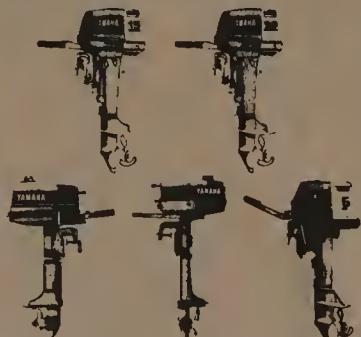
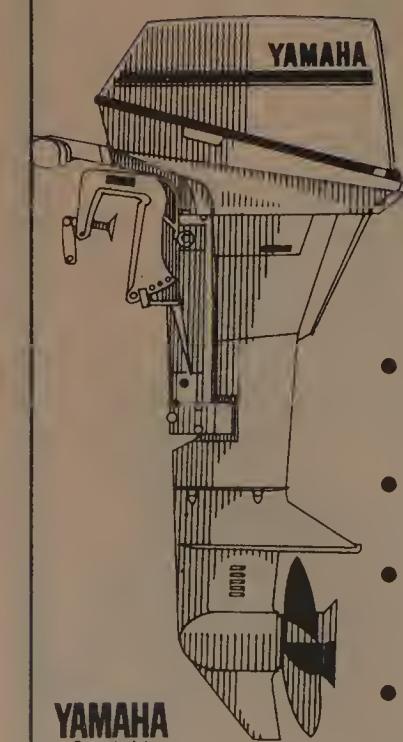
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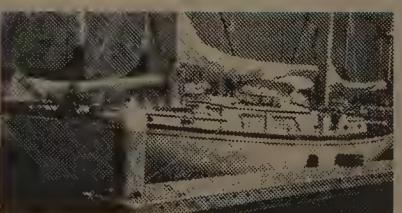
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52' Columbia	129,900
51' Garden	125,000
50' Custom Cutter	240,000
50' Gulfstar	110,000
50' Primrose	68,000
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46' Garden	60,000
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37' Ranger	60,000
37' Soveral	25,000
37' Tayana	89,000
36' Catalina	62,500★
36' Cheoy Lee	2 frm 52,000★
36' Ericson	2 frm 69,500★
36' Formosa	51,500★
36' Islander	55,000
36' Lancer	64,900
36' Pearson	69,000
36' J/Boat	106,000
35' Bristol	60,000
35' Cheoy Lee	55,000
35' Columbia	49,000
35' Custom Cutter	75,000
35' Fantasia	70,000
35' Mower	14,000
34' Cal	49,900
34' Columbia	32,500
34' O'Day	59,500
34' San Juan	52,000
33' Tartan Ten	29,500★
34' Wylie	49,500
33' Morgan	34,500★
33' Newport	43,900★
32' Cheoy Lee	50,000
32' Dreadnought	45,900
32' Islander	35,000
32' Traveler	54,500
32' Union	59,500
32' Westsail	59,500
31' Dufour	39,900★
31' Pearson	2 frm 29,500
30' Alberg	26,000
30' Baba	86,000
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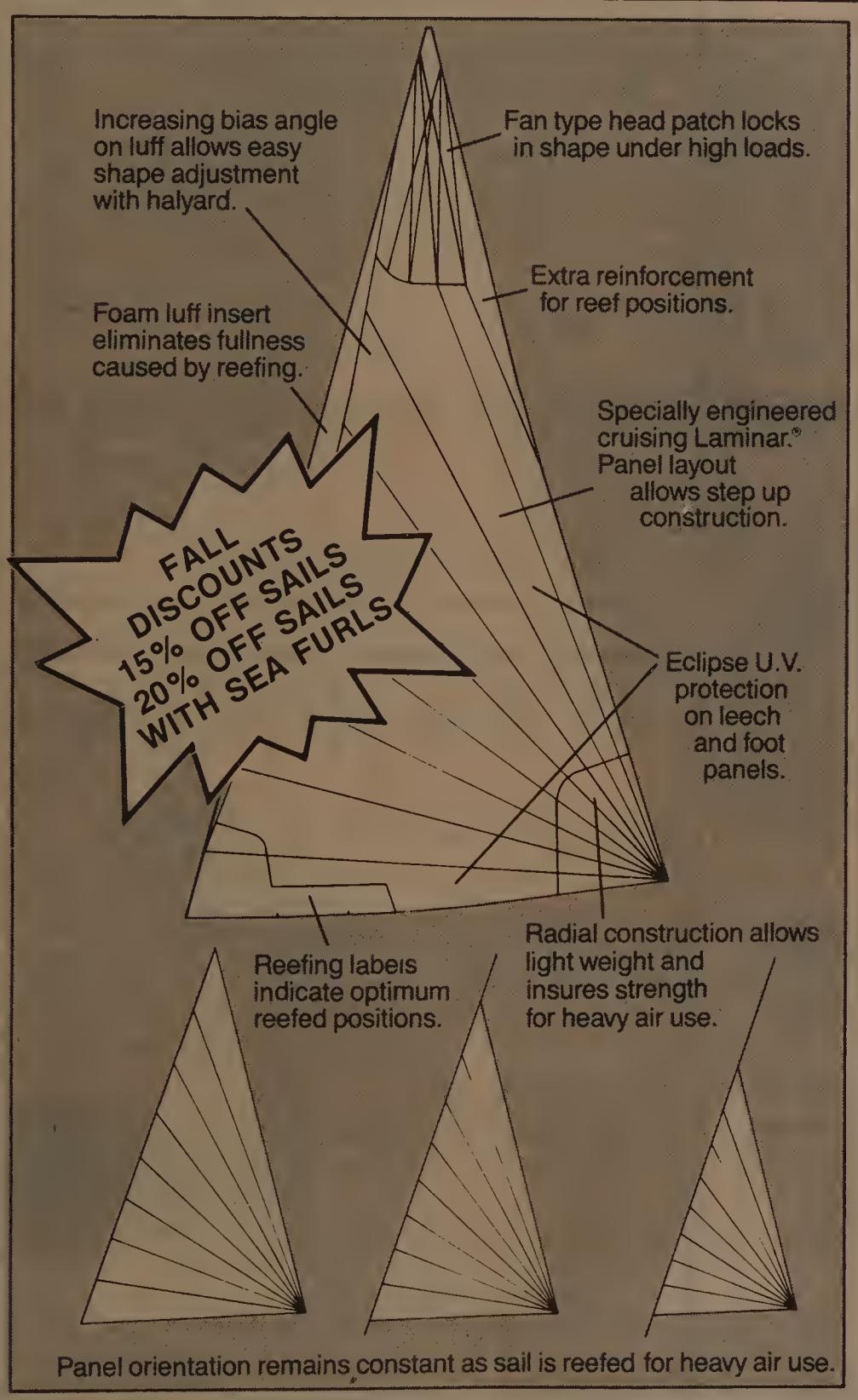
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In addition to computer aided design your new StarCruiser benefits from HOOD's computer aided manufacturing. The CAD/CAM system cuts complex curved panels with a Laser. Sailshape is built into every edge of every panel; not just into the single shaping seam common with manually built sails. Laminar panels are first fitted with seam tape, then double or step-stitched for super-strong seams.

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		23' Ericson	'76	9,750	30'	Cal 3-30	'74	31,500		
		25' Ed Monk	'47	5,000	30'	Palmer Johnson	'72	31,500		
		26' Clipper	'73	6,300	34'	Dash	'82	37,500		
		25' Cal	'65	6,500	31'	Cal	'79	39,500		
		25' Coronado	'67	6,800	36'	Islander	'78	44,500		
		25' MacGregor	'80	6,995	30'	Cape Dory	'76	45,000		
		24' Island Bahama	'67	7,900	30'	O'Day	'79	46,500		
		26' Ericson	'67	9,500	31'	Monsun	'74	47,000		
		UNDER \$10K								
		26' Balboa	'75	11,500	34'	Wylie	'80	48,500		
		26' Ranger	'76	11,500	34'	Hunter	'83	49,500		
		24' San Juan	'76	12,750	41'	Rhodes	'60	41,500		
		27' O'Day	'73	12,900	34'	O'Day	'81	59,950		
		26' Pearson	'75	13,500	46'	Garden Cust	'70	60,000		
		24' Laguna/Trl	'80	14,250	36'	Pearson	'77	65,500		
		24' Meridian	'64	14,500	41'	Tartan	'75	69,500		
		24' Moore	'80	14,750	35'	Cal 2-35	'80	69,000		
		25' Catalina	'81	14,900	45'	Far East	'70	72,000		
		25' Ericson 25+	'79	14,900	34'	Farr	'82, '83	(2) frm 65,000		
		UNDER 30K								
		27' Ericson	'74	15,950	38'	Sabre	'83	79,500		
		24' Bristol	'78	16,000	40'	Wilderness	'81	84,000		
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		27' Morgan	'75	15,500	42'	Irwin	'75	120,000		
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		29' Cal	'70	21,950	52'	Columbia	'72	125,000		
		30' Cal 2-30	'68	22,000	45'	Lancer	'83	149,000		
		30' Islander	'76	23,500	60'	Classic	'11	150,000		
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		27' Ericson	'73	25,000	48'	C & C	'82	240,000		

* Subject to change

LETTERS

□ THE ONLY THING WRONG WITH FRESNO

The sail bug bit me many years ago. Now that I'm in land-locked Fresno, the pesky virus has done a whole mind/body flare-up. It must be contagious because somehow my wife developed a case. After consulting with experts, we're told there is no cure.

We have found that reading your magazine puts the bug into slight remission, so send us our subscription soon.

Since we're land-locked, since trips to the docks on weekends are costly and since we're still saving for the day when we buy our own sailboat, we have some questions. Could you direct us to literature that would help us decipher all the 'codes' used by your various writers and advertisers?

Specifically on the topics of what constitutes a good sailboat design, things to look for in buying a used boat, how to decide what type of boat is right for you, who the better manufacturers of older boats were, etc. We're simply looking for where to begin.

There are plenty of technical books around on 'How To', but I haven't seen any book which cite 'the best' in designs, boatbuilding materials, etc.

We would appreciate any help you might have in directing us to the appropriate books.

Fred Schoenlank
Fresno

Fred — If you want a very general reference book, we'd suggest Eric Hiscock's big, fat Cruising Under Sail. Published by International Marine Publishing Company, it's 550 pages of good background information. A lighter treatment can be found in the 8th edition of Patrick Royce's Sailing Illustrated. Naturally there are other books, but these two would be good starters.

As for the 'best' of designs — well, that's all subjective. There are folks that think traditional boats are the only way to cruise while others insist you're daffy if you don't do it in an ultralight or multihull. The truth is that there are advantages and disadvantages to each type. The same is pretty much true of boatbuilding materials. There are scores of books which cover these topics, none of which sticks out in our memory as being that much better than the others.

The question about the 'best' manufacturers would be even harder to answer. Are old Chevy's better than old Fords? Is the higher price of an old Mercedes justified? Most of the answers to these questions lie in the eye of the beholder.

The funny thing is very few cruisers really ever end up owning their 'ideal' boat. Compromises always have to be made based on how much money you have, what's available, etc. But that's not such a bad thing. As many wise people have observed, the happy folks in this world are those who learn to adapt to circumstances rather than trying to make circumstances adapt to them. The point is you shouldn't go out of your way to obsess on a particular boat until you're ready to buy. Spend the time between now and the day you're ready to purchase on reading and talking with folks who have gone cruising and you'll gradually acquire the knowledge necessary to make an informed choice.

□ HANDLING PROBLEMS

We started our cruise in October of '86 and followed Latitude's itinerary most of the way, taking much longer than the majority of cruisers, enabling us to meet most of the wonderful people who are out cruising in Mexico.

But the main purpose of this letter is to do a 'hats off' to West Marine. After nine months of sailing Mexico we returned some items we purchased. Tom at West Marine in San Diego took care of any

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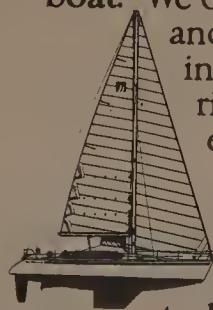
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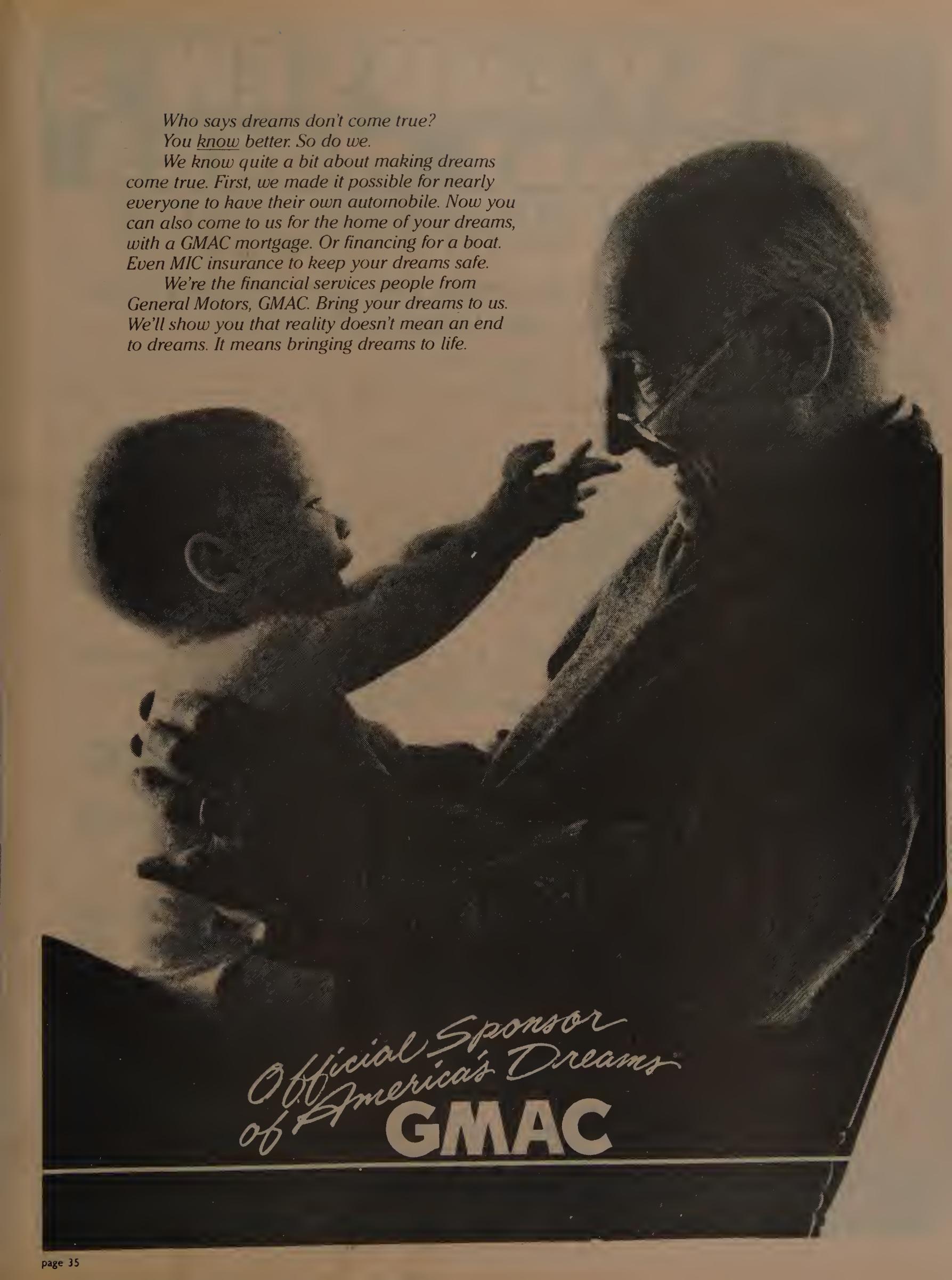
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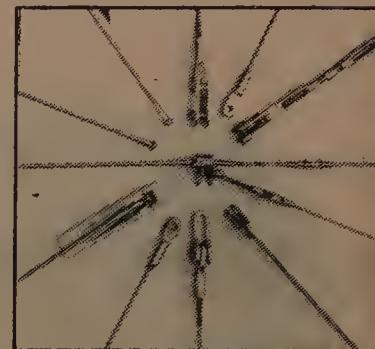
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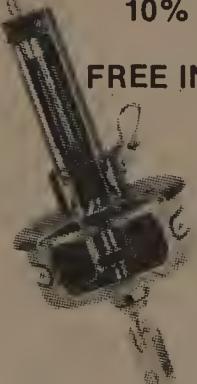
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LETTERS

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Jim and Jeanie Long
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□ PUSHING THE ENVELOPE IN A HOBIE CAT

On September 11, my wife, Renee, and I, were sailing my Hobie Cat 16 in' San Francisco Bay. We had launched from Berkeley knowing full well that there were Small Craft Advisories posted. But this was nothing new to us, so we headed toward Angel Island — where everyone was in bigger boats — hoping to push the performance envelope of the cat. About two miles out of the marina, the Hobie started to fly out of the water from the top of the waves. What great fun!

On the last wave, I think — because of the sudden lack of tension on the tiller — the boat completely left the water. The bow angled down toward the base of the next wave — oops! — which we both agreed was substantially larger than the rest.

The 'Killer Cat Wave' broke over our heads, washing Renee from her position and tangling her in the hiking straps. I was in the trapeze when the wave hit, then washed off. However, I still hung on to the tiller and was thus being dragged along after the cat until it tacked.

Two waves later we rolled and turtled, sticking our mast into eight to 10 feet of mud. We tried to right the boat, but there was no hope in that.

A passing motorboat with three retired gentlemen returning from fishing came to our rescue. With their aid we were able to right the cat and sail in, despite the broken, flooded mast.

Although I don't know the name of the men or their boat, I would like to take this opportunity to thank them. Without their help this would have ended in tragedy as the tide was ebbing.

P.S. As soon as I get \$2,200, I'll be back!

Mike Hempel
Hobie Fleet 281, Santa Rosa

Mike — We're sure the men will appreciate your thanks.

We don't have that much experience in Hobie Cats, but is a Small Craft Advisory day on San Francisco Bay the place to "push the performance envelope" on a Hobie? We've lost a couple of people in the Bay on Hobie Cats in the last couple of years and they'll never "be back". There have been a couple of other close calls, too.

We'd like to know what some expert Hobie sailors think about sailing on the Bay. Is it for experts only? Should it only be done in a supervised regatta with a crash boat? Or is it within the normal limits of a average Hobie Cat sailor?

□ A "WELL DONE"

We small businesspeople have all been there: the phonecalls, commitments and fried tempers all red-lining. We then know it's time to throw the keys over the shoulder and do some serious port-hopping.

My husband Val and I were in just that state a few weeks ago, so we threw our gear aboard our boat and headed for Catalina. Unfortunately, we experienced a serious prop-flop just off Pigeon Point. We made Santa Cruz our first port and in the morning hiked up to Jim Moore and Sons. Jim's wife was about to make a parts run to Hayward, but Jim had her wait until we could double check the part number and drive direction.

"Call me about 3:00," he said. We hung around the harbor all day, anxious to get going to views not so familiar. At 3:00 Jim's

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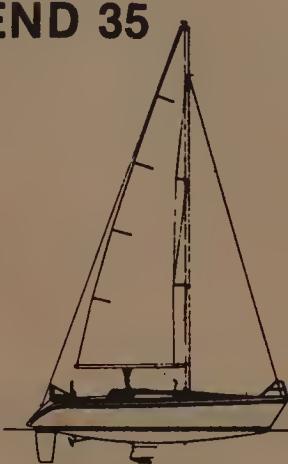
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LEGEND 35



LEGEND 37



LEGEND 40



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Sure, you can pay more money for a boat but you can't get better sailing, more safety or better value from any company in the world. You can also get boats that require more work to maintain. If you'd rather sand than sail, it may work for you; but if your hands are better suited to the feel of the wheel with a full sail then call either Don Wilson or Don Hatler and let's find you a slip with the great white fleet.

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LETTERS

mechanic said he was out and to call back at 4:00. At 4:00 we called again and he still wasn't back. I went ahead and made the chili while Val tended to cocktails; our visions of continuing on that day were fading fast.

But imagine our absolute joy to look up from our deck chairs at 7:00 and see Jim, new prop under one arm and tools under the other, coming down the dock. "My wife got stuck in the traffic, this is as early as I could make it," he said. Within 30 minutes we were slicing across Monterey Bay.

Jim certainly didn't owe us an after-hours call and would surely have rather been sitting down to dinner. But he saved us half a day, allowing us more time at the Isthmus at Catalina with the clowns from *Sans End* and *Trinity*, two trimarans formerly of Oyster Point. Thanks, Jim.

A few notes for the kids back home. Bob and *Trinity* sail for Mexico soon. Bob's been doing a lot of cartooning and has been working diligently on his tri since sailing out of Pillar Point several months ago. Margaret has been working for the Catalina mafia in the Isthmus harbormaster's office.

Shannon, Els, and Rena (El's daughter) were about to leave on *Sans End* for San Pedro and repowering when we turned our vacation into a busman's holiday by towing them across the channel. Els had been the assistant harbormaster at the Isthmus and was one happy woman to see the island grow smaller as we headed east. I gave Shannon a haircut and chopped nearly half her Sikaflexed and epoxied tresses off. *Sans End* looked better than my haircut and is ready for her next stop, Hawaii.

Ours was a great trip. The best showers: Santa Barbara by a landslide. Most appreciated yacht club: Morro Bay. Best moment: off Point Sur, on an ocean of blue, krill-filled glass, surrounded by humpbacks in every direction — including right under us! Best news for you guys: My dog-eared copy of *Latitude* was snagged the minute Bob saw it, with exclamations of, "God, I've missed it so much!"

P.S. Enjoyed *Latitude 34* down here, especially the way you handled Bill Burke. Is such a genuine, non-inflammatory attitude natural for you people or were you all dunked in a vat of valium? Considering the time Dougall Johnson spends on the water, how does he keep his wit so dry?

By the way, I have a sledge hammer like the one you pictured. I used it for everything from furniture-making to personality adjustments. Only mine has a name, acquired after years of doing jobs everyone insisted were impossible: P.F.M., for Pure F---ing Magic.

Heidi

Heidi's Old Princeton Landing

I'D LOVE TO BE INVOLVED

If Max Ebb and Lee Helm's scheme to sail a radio controlled boat across the Atlantic is legitimate, I might be the "mechanical type, someone with their own machine shop and time to build the stuff we need".

I've built four Star boats, two sets of molds, a dune-buggy, five hot-rod engines and tons of what my wife calls "junk", i.e. model rockets, self-aiming gun sights . . . junk.

I find the entire concept fascinating and think I probably have the skills you'd need. Please call, I'd love to be involved.

John Thomas
San Anselmo

I'M INTERESTED IN CONTRIBUTING

I have been mulling over the problem of zero-handed sailing (Max

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46' Rosborough	125,000	34' Fast	52,500	30' Hunter		34,000	27' Gaff cutter		15,000
46' Sea Eagle	124,000	34' Wylie	46,000	30' Islander	(2)	26,500	27' Hot Foot		17,800
45' Garden ketch	75,000	34' Pearson	(2) 75,500	30' Islndr Bahama		35,000	27' Santana		14,500
45' Hardin	119,000	34' Tartan	49,950	30' Newport		29,000	27' Mull Cstm		17,000
42' Excalibur	119,000	34' Wylie	47,500	30' Palmer Johnson		35,000	27' Sun Yachts		24,000
42' Pearson 42.4	119,500	33' Morgan	33,950	29' Beneteau		40,000	27' Tartan		20,000
42' Tayana cutter	135,000	33' Newpart	53,000	29' Cal		24,500	26' Balboa		14,500
41' Formosa	(2) 79,000	33' NorWest Yachts	58,000	29' Cal		19,500	26' Cheoy Lee		17,000
41' Morgan Ol	115,000	33' Pearson	84,500	29' Cascade		31,000	26' Columbia	(2)	9,850
40' Challenger	75,000	33' Wayfarer	24,000	29' Ericson	(3)	25,000	26' Pearson	(2)	10,500
40' Challenger	79,500	33' Yamaha	(2) 37,000	29' J/Boats		37,500	26' Ranger	(4)	9,000
40' Motiva	110,000	32' Aloha	(2) 60,000	29' Pointen		32,000	26' Seafarer		18,000
40' Pearson	93,500	32' Challenger	39,500	29' Ranger		21,000	26' Tartan		18,000
39' Cal	69,000	32' Columbia 9.6	32,000	28' Columbia MkII		24,000	25' C&C		9,000
39' O'Day	92,000	32' Columbia Sobe	9,200	28' Albin Marine		34,500	25' Cheoy Lee		9,500
39' Westsail	85,000	32' Fuji	45,000	28' Cal		13,000	25' Coronado	(2)	6,000
38' Catalina	(3) 55,000	32' Pearson	42,800	28' Columbia		15,000	25' Ericson		13,200
38' Ericson	95,000	32' Pearson 32-3	51,000	28' Islander		31,000	25' Kirby		11,950
38' Margan	67,500	32' Union	59,500	28' Pearson		24,500	25' O'Day	(2)	9,000
37' S&S	60,000	32' Valiant	(2) 65,000	28' Royal Cruiser		24,500	25' Pearson Ariel		6,500
36' Cheoy Lee	59,500	31' C&C		28' Santana		19,950	25' US Yachts		7,995
36' Islander	(5) 42,000	31' Ericson	49,500	28' Seafarer, Rang		16,500	24' Gladiator		7,000
35' C&C	89,500	31' Pearson sloop	37,000	27' C&C		29,000	23' Columbia		6,900
35' Challenger	48,000	31' Cheoy Lee	33,000	27' Cal		14,000	23' Santana		10,000
35' Ericson	(3) 34,750	31' Sea Eagle	47,000	27' Cape Dory		29,500	22' Chrysler		6,500
35' Fuji	55,000	30' Bristol	34,950	27' Catalina	(3)	9,999	22' Columbia		2,500
35' Santana	(2) 55,000	30' Catalina	(4) 30,000	27' Cheoy Lee		17,000	22' O'Day		6,000
35' Spencer Boats	45,000	30' Dufour	30,000	27' Columbia		20,000	17' MacGregor		3,000

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LETTERS

Ebb, October) for some years although I haven't done anything practical yet. I would be interested in contributing to such a project if it should happen.

I have just sold my business so I have somewhat more time and money than before. I have sailed my ketch from Annapolis to San Francisco via Panama. I can run a soldering iron and a lathe quite well. You can use Chuck Hawley as a reference.

Please contact me if it suits your interest.

Angus McDonald
Alameda

Angus — We've forwarded your telephone number to Max. You weren't the only one to respond positively to the idea; who knows, something might actually come of it.

TO THYSELF BE TRUE

I was thumbing through the October issue and found numerous articles about San Francisco Bay and the Sacramento River that were interesting to me; we'd sailed and raced those waters from 1957 to 1964.

It was during the outfitting of my Triton 28 as well as yacht club racing and social activities that we became close friends with the Wahle family.

I well remember a race that the Palo Alto YC scheduled. When it turned out to be a 'honker', it was cancelled. So Jack (Dave's father) and Dave came aboard our Six Meter, *Loki* for the return trip to Redwood City. It was one of those great sails each sailor has a few of.

We left the Bay Area for cruising in Florida and the Caribbean in 1964, thus ending our associating with the Wahle family. So it was an incredible long shot that I read your article on Dave.

I would like to pass on to Dave and his family this personal comment: it's great that there are a few who follow their convictions, are true to themselves, and apply it to accomplishments such as Dave has gone on to fill his life so richly with. Here's to his continuing and coming challenges in the most gratifying activity known, sailing.

Lee & Lori Armstrong
Morro Bay Sails and Canvas
Morro Bay

MORE ON THE PHANTOM DELIVERY

I have known Chris Webber, the skipper of the Gulf 32 sailboat, for about 20 years. Knowing him as much as I do — and now that I have met his cohort Bill Maudrau — I have to conclude they had too much vodka to drink to do what they did. Not that either one of them needs help pouring vodka over ice under any sea conditions.

It must have been a lot of luck that his boat made it by itself, because while we were anchored together in the Delta comparing the accuracy of our Loran sets, Webber's put him 200 yards into a cornfield.

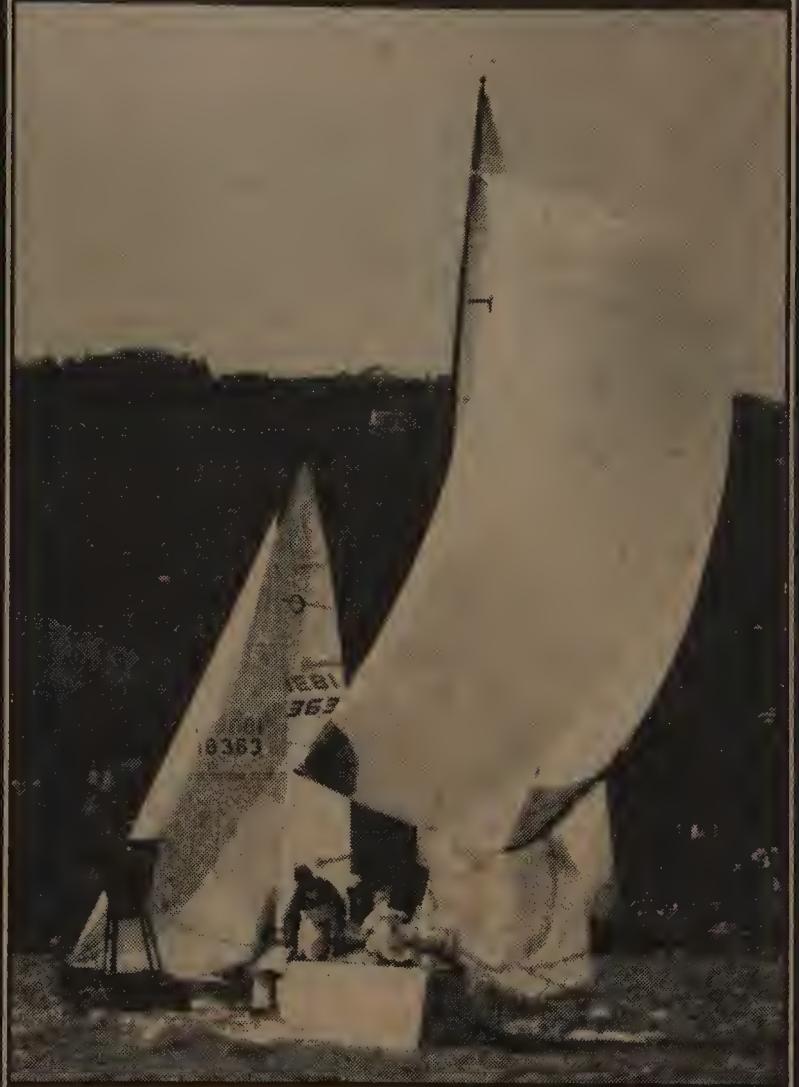
Jim Kitchen
Fresno

Jim — If they'd really done it, we too would have assumed they'd had a ton to drink. But to have outraged everyone by just saying that you did it, well that sounds like a single afternoon cocktail prank to us.

MISUNDERSTOOD

Perhaps you just misunderstood some of the more important facts about the formation of General Marine Transport, Inc. ("the boat shipper's idea is back," October 1987). I am a former employee of

In the 1987
EXPRESS 27
NATIONALS there
were 21 starters



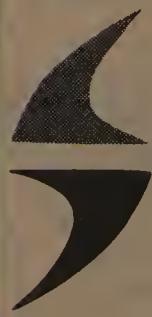
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— Mrs. John Borden, *The Cruise of the Northern Light* © 1928

When we left off last month, we had again been talking about the creation of one-off sailing boats — and the allure they have for men of character who love the oceans. This month, we present an example from Stone Boat Yard's past.

On the back of the above picture, which hangs in our office, is a copy of this letter:

"My name is Borden. I'm from Chicago (Yellow Cab). I want you to build me a schooner for an arctic cruise like those South Sea ones you build — you can refer to my friend Harry Scott if you want to know something about me — my credit."

His credit must have been okay. He and his wife, who later wrote a wonderful account of the voyage, sailed off on April 21st, 1927, with five guests — and a crew of seventeen. The stores included a half ton of tinned butter, 25 gallons of maple syrup, 15 thousand paper napkins, 3 dozen bottles of chutney and three pounds of sage.

Mr. John Borden had more than

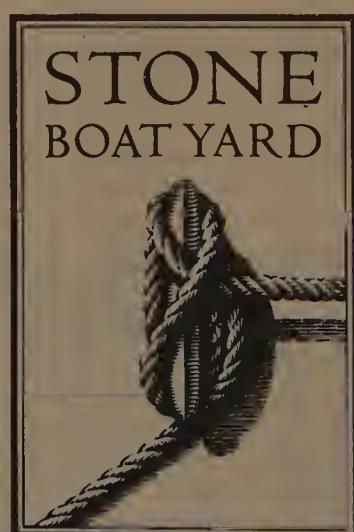
good credit going for him. He was the captain of this ship, and without incident, took *Northern Light* to the very limits of navigable arctic waters, playing with the edge of the pack ice far more successfully than had so many whaling captains over the centuries before, when whole fleets had been caught and crushed and never heard from again.

Captain Borden stayed in that ice long enough to bag seven polar bears, in addition to walrus and many birds — and did this with purpose. Being a trustee of the Field Museum of Natural History in Chicago, this adventure trip he had created was officially titled "The Borden - Field Museum 1927 Alaska Arctic Expedition."

Mrs. Borden and her lady friends were the first American women ever to sail up into these waters — but while in her book, Mrs. Borden comes across as a very warm and lively lady, her husband is always *Mister Borden* or *Captain Borden* — except for a very few times when she seems most proud, and then he is "my husband". Five months later, they came

triumphantly, and safely, home.

Since this is supposed to be an ad, we conclude with these words from Mrs. Borden: ". . . the work of constructing the craft was given to Lester Stone of W.F. Stone and Son Shipyard, Oakland, California. This was never regretted — a finer or a prompter job could not have been done anywhere."



2517 Blanding Avenue
Alameda, CA 94501

415 523-3030

LETTERS

Boat Shippers. I resigned when I learned that company was not going to honor its commitments.

Now for the news: I joined with Mark Glover to form General Marine Transport, Inc., and we have decided to honor (at considerable expense to our company) the customer contracts still outstanding with a defunct company that someone else owned and operated. You did mention these facts, but hardly in a positive light, when held in context with the rest of the article.

In answer to your negative opinions and insinuations . . .

Your statement that, because some other company failed to perform, our payment policy "is not likely to help GMT's business" is totally absurd. Especially when you say this is "especially true" because I handled customer relations for that company. I handled customer relations until management's decisions led to an inability of the company to perform. For the record, I resigned from Boat Shippers when the ship left Cabo San Lucas because the company stranded eight sailboats.

You apparently mistook a friendly reply to your "point blank" question on how I planned to overcome the deleterious effects of my involvement with Boat Shippers for lack of a plan. I assure you, that is not the case.

Honoring the other company's customer commitments was a good indication of how General Marine Transport, Inc. is approaching that problem. In my estimation, that's nearly \$100,000 worth of "concrete answer".

Here are some additional steps taken since our interview: Glover and I have appointed Mr. Bill Culp to our Board of Directors. Culp has 14 years experience in management and senior international management with Fortune 100 companies. He recently served as a Senior Vice President with PepsiCo International, and is now President of Kaiser Printing, Inc. We have also developed a patent pending cradle system for use in our business. Further, we have secured insurance through Lloyds of London, the underwriters who refused to insure that other company.

Our pricing has been revised and a 40-ft boat can go to Cabo San Lucas from the L.A. area for \$5,000 round-trip and \$3,200 one-way (\$600 more round-trip than the other company).

As for overcoming some other company's reputation, why don't you let us try before you pass judgment? Why don't you let the customers decide?

And, next time, if you want to write about what Boat Shippers did, why don't you contact the people who made the decisions for that company and leave me out of it? I've got a business to run, and it's called General Marine Transport, Inc.

Pete Maddox
President/CEO
General Marine Transport, Inc.

Pete — First off, let us say that we think shipping boats to and from Mexico is a great idea, and that we hope that you and General Marine Transport make it big. That's sincere.

Nonetheless, we think you're being unrealistic if you think potential customers won't — and shouldn't be — cautious. After all, the failure rate to date for that service is 100%. And while you may have been as big a victim of Boat Shippers as anyone else, it certainly doesn't help that you were the point man until it was too late for any of the sailors to avoid a financial bath.

Operating on the principle of 'burned once, shame on you; burned twice, shame on me', we as potential customers are looking for strong assurances from any shipping company, that paid for services will actually be rendered. Assurances in the form of performance bonds, being able to ship C.O.D: — anything where the consumer

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LETTERS

isn't completely at risk.

General Marine Transport's offer to pick up another company's past obligations as space permits is a nice gesture, but hardly any sort of guarantee. The same holds for whomever might be appointed to GMT's board of directors.

We're certainly not trying to pass judgment on you or General Marine Transport, and we have no reason to believe that the service won't become a huge success. Indeed, "let the customers decide" — but don't object if we try to make them informed customers.

□ EVERY PICTURE TELLS A STORY

I thought you guys might like to see this . . .



It's Scott potty training with *Latitude 38!*

Cam
Irvine

Cam — Little boys are killers aren't they? Yesterday our four-year-old announced he wanted a 'real' gun when he grows up and a 'real' motorcycle right now. Then he walked into Safeway and asked what shelf they keep the fireworks on.

□ IGNORING THE WARNINGS

The article *Chubasco* by Bonnie Bojorquez in the October issue is interesting because it depicts typical behavior of cruisers everywhere that I don't understand.

There was an early warning from Santispac of bad weather.

There was another warning of a storm coming south toward Puerto Escondido by Poco Loco. And there were even other reports of impending bad weather.

Why wasn't another bow anchor set while there was time? Especially on *Commocean*, which for all intents was being

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PHRF

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LETTERS

singlehanded?

I singlehand, too; on a CT-35 pilothouse ketch. My port anchor has 100-ft of chain and 300-ft of line. My starboard anchor has 150-ft of chain and 300-ft of line.

There have been occasions similar to the one in Puerto Escondido when I was forced to simultaneously drop both anchors because of storm warnings. They hold well in parallel as long as the wind doesn't shift direction. This is similar to what big ships do in very bad conditions.

There must be some reason the second anchor wasn't dropped before the storm hit.

Hubert Schoenherr
Wilmington

□ WAIT, YOU'D BETTER HAVE A SECOND LOOK

In the October *Loose Lips* you ask if anyone can identify where on the Bay that pictured cat was tipped over.

The answer is: in back of the #260 Canal Apartments, Canal Street, San Rafael — in other words on the San Rafael Canal.

I know, I saw him.

Lois Denning
San Rafael

Lois — That's what was wrong with so much of the 60's architecture; it all looked alike. The photograph was actually taken near the Harbor Point Swim and Tennis Club in the Strawberry area of Richardson Bay. Anyone could have made the error, don't be misled into visiting your optometrist.

□ THE SCHOOL ALEXANDER SMITH IS LOOKING FOR

I was down in San Francisco in August and picked up your magazine, the San Francisco version of our 48° N.

Yes, the boatbuilding school you were thinking of is in Port Townsend. It's called the Northwest School of Boatbuilding and the number is (206) 385-4948. It has an excellent reputation.

Anyone considering moving up to the Pacific Northwest could get excellent training there or in Seattle at the Center for Wooden Boats (206) 382-BOAT.

John Delgado
Gig Harbor

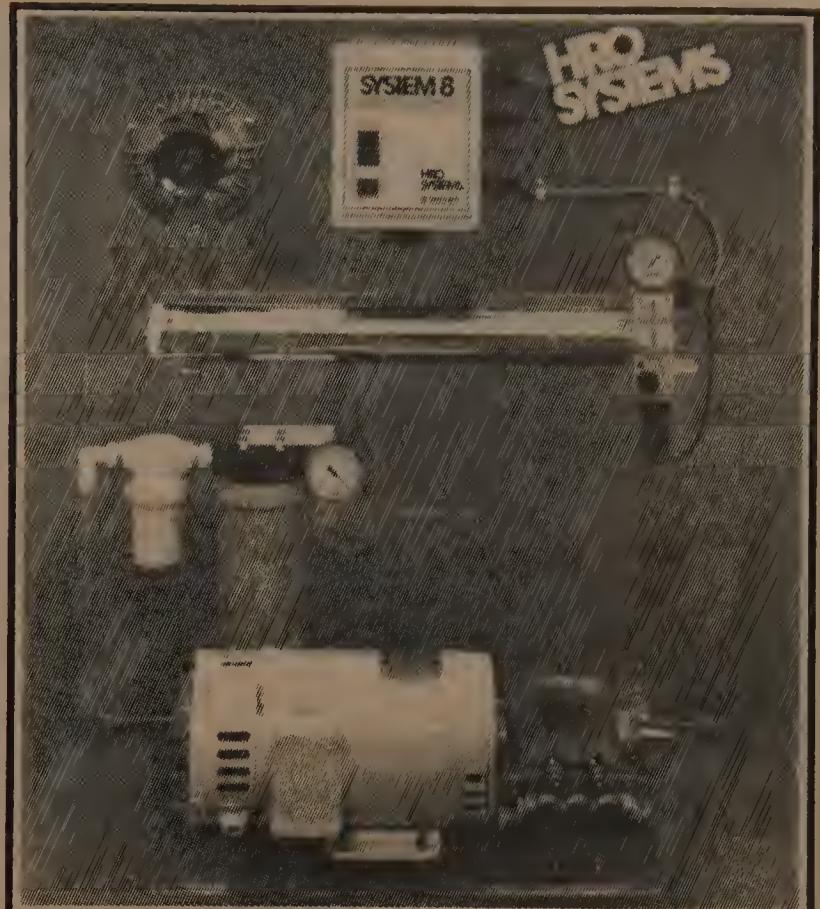
John — Thanks for taking the time to send along that information.

A little nit-picking. Latitude 38 pre-dates 48°N by years. In fact, the first issue or so of that Seattle publication was called a not-very-original Latitude 48 and sections of it had wonderfully derivative heads such as Changes in Latitudes. There was even a story or two lifted almost verbatim. The then owners asked if we objected to the name 48°N; we didn't and wished them the best of luck. Latitude 34, covering sailing between Santa Barbara and San Diego, is owned and published by Latitude 38.

□ DON'T GET ME WRONG

We really appreciate the coverage of last month's J/29 Pacific Coast Championships in your fine magazine. The regatta was also mentioned in other local yachting publications.

We'd like to offer a couple of supplemental comments: All articles seemed to make a point that I'm gloating over beating Don Trask. While I won't attempt to deny that we're extremely happy about the outcome, none of the articles mentioned what else I said: mainly, how much I respect Don, and how highly I regard him as a person, a yacht broker, and a racer. That didn't come out and I want to say it publicly.



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LETTERS

Also, we hoped there would be room to mention the *real* reason we won: a great crew! Ron, Roark, and I would like to thank and acknowledge Ken Moore, Hunt Conrad, Jim Bennett, Gary Eisenhart, and once again, Ted Wilson. A super group, if ever there was one.

Kirk Denebeim
San Francisco

□ FROM GREECE WITH CEMENT

I just returned from six months in Greece (working, not sailing) and thus came in on the end of the series of *Letters* on ferro-cement sailboats. I feel I'm in a unique position to clarify a few points.

I am the builder/owner of the 46-ft Sampson ferro ketch that Dave Trupiano referred to in the August issue and says he skippered. In point of fact, my arrangement with Trupiano was that in exchange for liveaboard privileges while I was overseas, he would keep up the brightwork and paint.

I paid for a haulout and specifically told him not to use Smith penetrating epoxy because I had prior problems with the product. He nonetheless went ahead with the stuff after sandblasting the hull (a very bad idea) and was astonished when, 1. it didn't work, and 2. I told him he had to pay for the second haulout to get it right. At this point we parted company. Incidentally, he never complained about the boat when he was living-aboard her.

The boat in question, the *Nigra*, was launched in '73 and has been in the water ever since. In 1975, as a novice skipper, I had a 10 knot collision with the Blossom Rock Buoy. It put a 2-foot by 3-foot hole in the hull amidships at the waterline. No, she did not sink. In fact, she took very little water as the cement cracked like an eggshell, only allowing seepage between the cracks. I doubt any other material but steel would have survived the collision.

Trupiano did not sail *Nigra* anywhere but the South Bay. For that — and other reasons — I recommend the writer requesting his advice get other opinions.

In summary, I still think that ferro-cement is a hell of a good hull material. Instead of listening to a hack who just put one on the beach, I suggest they come and look at my boat in South Beach Marina; it's been in the water longer than most fiberglass boats.

If any reader's coming to Greece next summer, bring me a copy of *Latitude* and I'll buy you a drink at Joella's San Francisco Bar on Mykonos.

Lorne Ryan
Menlo Park/Mykonos

□ ALF LANDON DIED AT 100 BUT THIS CONTROVERSY KEEPS TICKING

About ham radio tests.

Let me say up front that I agree with the editor of *Latitude*. But first, let me put things into perspective.

Thirty-five years ago, when I became a ham, life was technical but not complicated. By that I mean we were either on CW utilizing the code required in the test or on AM phone. Equipment was simple. Practically everyone bought their receiver and built their transmitter. Yes, *built* it! Parts were available and affordable. The circuitry was low-tech enough to allow construction-from-a-book technique. When we finally got on the air there was obviously plenty to talk about — all technical and all lots of fun!

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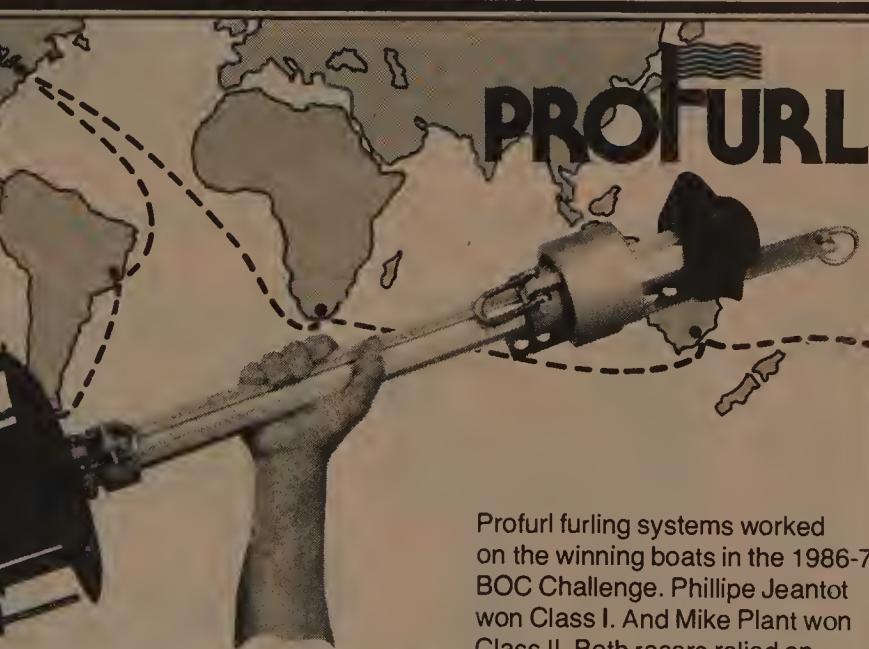
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LETTERS

Thus we all bought our own gear. We became the appliance operators who we once complained about!

And what happened to ham radio? Since we became — for the most part — operators instead of experimenters/builders, our use of the air changed. With small, reliable transceivers some of us came out of the home and car and went to sea. Wow, what a super use for personal long-distance communications!

Sure, some of us can still build and experiment. But let's face it, on the HF SSB bands we are appliance operators. But what's wrong with that? Was not one of the original intents of Amateur Radio to provide reliable communications and high-quality operators in time of emergency? Does this have anything to do with the technical side of the hobby? I think not.

My point is that times have changed. Perhaps the testing requirements are no longer valid for the majority. The original novice license went a long way in the early 50's to bridge the gap between possible enthusiast and full-fledged ham. We are overdue for some changes. Write to the F.C.C. You may be surprised what the future will bring when you make your voice heard.

Thanks for allowing the opinion of one who has been down both sides of the street.

Rich Wilde

Crew & radio operator in the TransPac,
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□ AN EDITORIAL COMMENT ON THE OMISSION

While looking through last June's issue, I read a letter where the writer was inquiring as to a good trailerable boat to take to Baja and/or the San Juans.

You responded, "some of the small boats we've known to have had great times cruising Baja" — and went on to list 15 or more.

Since I share the dream of trailering a small boat to Baja and the San Juans, and have thought of buying a Catalina 22 for that purpose, I am wondering why the Catalina 22 did not make your list. Was there a reason? Is there an editorial comment hidden in the omission? Perhaps you haven't seen a Catalina 22 cruising in Baja? But I would find that surprising since the boat is supposedly one of the most successful and popular production boats ever made.

Perhaps you or your readers would like to suggest their favorite two or three "attractively priced" trailerable boats that would be fun to cruise with in Baja or the San Juans.

Lee Olin
Santa Cruz

Lee — There was nothing to read between the lines of our comment. We consider the Catalina 22 to be a reasonably well-built boat, one that in competent hands could quite safely and enjoyably be sailed in the Sea of Cortez and Puget Sound. You'd have to be prudent about where and when you went, but it can and has been done many times.

□ OUT OF BALANCE

I just don't know where our priorities are any more. Here we are expending precious public resources evicting liveaboard boaters because they dump a few buckets full of caca into the bay (a practice we should discourage, to be sure). Meanwhile, however, Chevron oil refinery in Richmond dumps thousands of gallons of untreated, highly toxic sludge right into the Bay.

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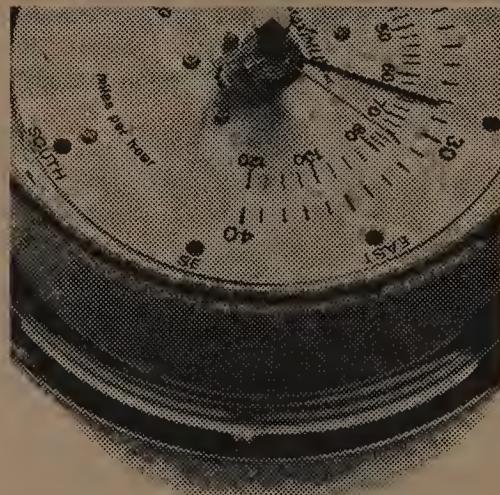
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LETTERS

What do we do with the liveabards? We kick them out. What do we do with Chevron? We ask them to move their discharge pipe into deeper water. Out of sight, out of mind, I guess. Our priorities seem to be quite out of balance.

I think what we should do is kick Chevron out and let the liveabards move their discharge pipes, perhaps to an onshore facility.

Thomas Story
Antioch

□ THINKING THINGS OVER

This letter will probably reach you too late for your September issue since it's already September. It took some thought, but I figured that out all by myself. Cruising has done something to my once quick, bright and alert mind. It has also mellowed me out some.

After reading the letter "Chained and padlocked at Inter-Continental Hotel Marina" in your August issue, I tried putting it down and forgetting it. After all, I am mellowing out and the Inter-Continental Hotel and Marina certainly doesn't need me defending it. But it wouldn't go away. What kept eating at me was that I believe calling a man names (pompous, arrogant, nasty) without giving him the opportunity to punch me in the nose, figuratively speaking of course, is an act of cowardice. I feel just as strongly that you have the right to complain about services you have or have not received, and should do so. But if you choose to get personal you'd better be tough and/or fast.

We stayed at the Inter-Continental for nine months prior to sailing to Mexico and got to know the dockmaster and his staff very well. I will be the first to admit that he can be a tough, salty Irishman who takes his job seriously. He is responsible for the security of a marina that caters to yacht owners who are very particular. Many are from out of state and are unable to check on their yachts frequently. They pay for and demand security. He is also painfully aware that the weak link in his security system is the entrance from the bay. As a result, it is often patrolled. On more than one occasion I have seen small boats, wishing to cruise into the marina, challenged. Sometimes he wasn't too gentle with these people. But pompous? Come on! Arrogant? No way! Nasty? Well, if you consider being forceful nasty, maybe so. With my wife and me he was always friendly, helpful, and warm. We like him.

As to comparing the Inter-Continental with Pier 39, we're talking apples and oranges. I can see how one could think they were similar since both marinas butt up against an "amusement park". The difference is that the Inter-Continental is owned and operated by the hotel and is not part of the Seaport Village "amusement park". How would one know this if you were new to San Diego and were sailing past? You wouldn't. What you should know, especially if you have been sailing "all the areas of the San Francisco Bay Area for 20 years", is that most dockmasters and marinas monitor channel 16. It is also customary, or at least I always thought it was, to call ahead and request permission to tie up, ask about slip locations and availability, fees, etc. On the few occasions I was unable to raise anyone on 16 I still checked in with the marina office. We are not talking about a side tie at a restaurant like the Rusty Pelican in Alameda or Sam's in Tiburon. This is a marina with locked gates. Somebody has to let you out and in or provide you with a key. That might be your first clue that you should seek out someone of authority.

As to having your boats chained to the dock like a criminal, that would have pissed off even a mellow guy like me. And then to add insult to injury a tie up and lock fee! Of course, if I was a dockmaster who just found two strange boats tied up and know that somehow the occupants were able to get through a locked gate and didn't check in

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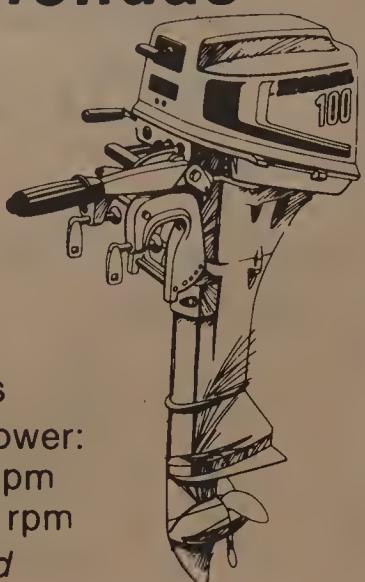
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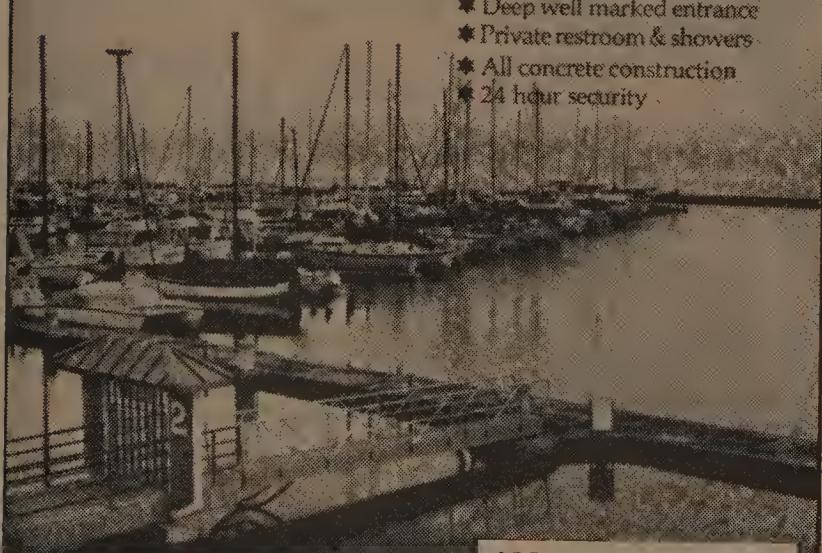
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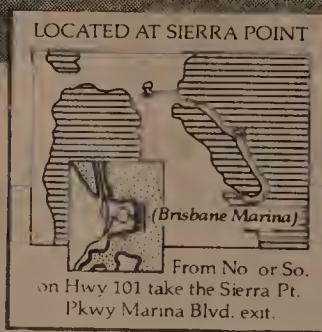


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LETTERS

with my office, what choice would I have? Well, I could overlook it and assume they wouldn't steal anything or I could stand by and watch for them to return or I could chain their boats to the dock so they have to seek me out and pay the fees my employer expects me to charge and collect. Doesn't take a genius to figure out my only option.

My whole point to this is if you get caught doing something dumb don't look for someone else to blame it on.

The dockmaster at the Inter-Continental Marina is a good man doing a tough job and one thing you can make book on is he, his staff and all the employees of the Inter-Continental Hotel will treat you like an honored guest if you stay there. It may be a bit pricey, but in this case you get what you pay for.

Frank Eaton
Zephyr
Mulege, B.C.S.

□ CATALINA IN MEXICO

I've followed your Mexico articles for years and hope to trailer to Baja soon.

You trailered an Olson 30 down. Where did you launch it?

I have a fixed keel Catalina 25. Several times I have ramp launched it in lakes and the Delta; some ramps were easier than others.

Duane Henderson
Yesterday's Dreams
Gridley, CA

Duane — The all-time favorite place for launching and retrieving keel boats in the Sea of Cortez is San Carlos, which is on the mainland side near Guaymas. The facilities there are excellent. From there it's about a 90-mile sail across the Gulf to the fine cruising grounds of Baja.

The other best possibilities are Puerto Escondido, where we understand an excellent launch ramp was installed just last year. If for some reason you couldn't make it in there, we know that Olson 25's, which are relatively deep draft, have been launched at Marina de La Paz in La Paz.

While Puerto Escondido and La Paz put you in the middle of great cruising grounds immediately, they require substantially more driving on anxiety-inducing Mexican highways. Figure on 18 hours from Tijuana to Puerto Escondido and 23 hours from Tijuana to La Paz. San Carlos, on the other hand, is only about 250 miles, or six hours of trailer pulling time from the border at Nogales.

Our Olson 30 was sailed down to Mexico and pulled out at San Carlos.

WAITING FOR REFORM

Some time ago I wrote *Latitude 38* explaining the way a boat is customarily measured, i.e., length overall × length waterline (or load waterline) × beam × draft. Although I am barking up a stone wall, I must protest once more.

Length overall in yacht design has always indicated the overall length of the hull (to certain points), not including bowsprits or boat hooks lashed on as extensions, booms, pulpits, boom overhangs, or any other appendages creatively utilized to deceptively increase the impression of the length of the hull.

Latitude 38 has an ad for the brigantine *Rendezvous*, which represents her as a 78-ft boat. The following is the listing for *Rendezvous* when she was four years old taken from the 1939 *SEA Yacht Register* when boats were measured as they should be:

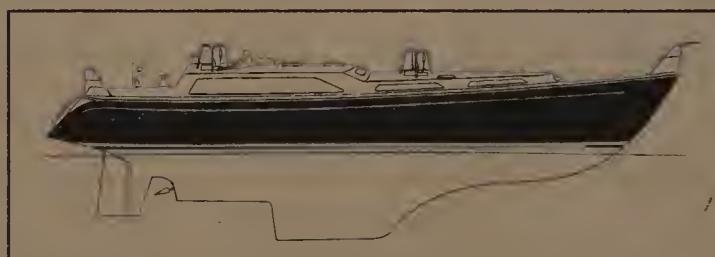
RENDEZVOUS: Andrew J. Nelson, San Francisco,

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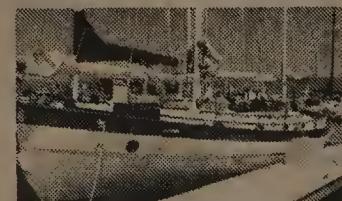
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33' 1986 Hans Christian; B.&G., radar, Loran, Harken furling, elect. windlass, etc., etc. Owner has ordered a new H.C. 41. \$110K.



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Latitude 38

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vacation . . .

Dear *Big O* and crew,

This is a letter that I will enjoy writing.

Last Labor Day week, Lenny and Cindy, Gus and Taylor and my wife, Linda and I had the opportunity to spend one week aboard the *Big O*. It was a week we all shall remember for a long time. We found the boat to be impeccably kept and the crew to be beyond our wildest dreams. The captain is the most mature, fastidious and obliging 29 year old I have ever met. His wife is a marvelous cook and a wonderful asset to the crew. James was a most polite, helpful and kind individual. It is rare that three people work as well together as this group did, and it was a treat to be in their company.

The crew showed incredible discretion in leaving us to do as we pleased, be by ourselves and to just enjoy the pleasure of the week.

In the future, we all hope to experience other weeks like this (maybe in a different part of the world), but on the same boat with the same crew.

My compliments to you and to your staff for making this the most memorable vacation I've ever had and one I would recommend to anyone.

Sincerely,
Robert S. Weinstein, OD
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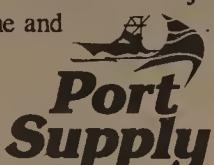
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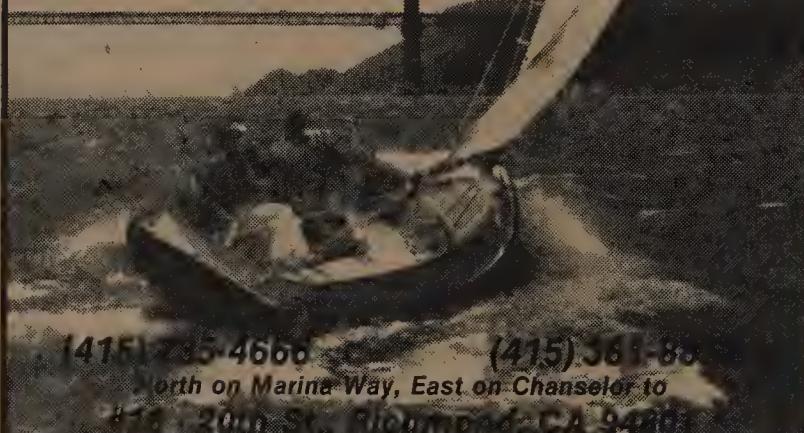
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LETTERS

brigantine, 50'x47'6"x14'7"x8'6", Fairbanks Diesel, 2 cyl., designed by Capt. J. Ackles, built by H. Groneman, San Francisco, 1935.

There seems to be some question as to where and who built the advertised boat — could there be two brigantines named *Rendezvous*?

In the September issue of *Latitude 38* an article about the return of *Landfall*, formerly owned by "Port Tack" Holcomb, familiar to Bay waters in the late 30's and 40's, states she is a 65' boat. I refer to SEA's 1949-50 *Yacht Register*, and quote in full:

LANDFALL II: 27D541. William F. Holcomb, Oakland, California. Schooner 48'6"x13'9"x8'3". Kermath 6-25 hp, built by Boeing Aircraft, Vancouver, B.C. 1934.

So we have two approximately 50-ft boats according to SEA's *Yacht Register*, now being described as 65-ft and 78-ft. Whew!

In the same *Latitude 38* in an ad for the *Big O*, this boat is probably rightfully designated 71-ft, but I see a bow pulpit and an anchor extending forward of the stemhead. You could (and to be fair, maybe must!) call her a 73 footer — unless the stern pulpit or boom extends aft the transom (invisible in the ad), in which case you might get her up to 75-ft. 80-ft or more sounds impressive, one might try the old lashed extended boat hook or spinnaker pole trick. Please don't bother thanking me for substituting an 80-footer for the smaller 71-footer! It wasn't hard!

I fail to see how this deceptive practice beneficially contributes to the clarity of understanding among the yachting public. The purpose of using dimensions is to promote understanding, not confusion. However, although some might say I should, I sure won't hold my breath waiting for clarifying reform!

Frank E. Bilek
Marine Surveyor (Retired)
Bethel Island, CA

Frank — With all due respect for your knowledge and experience, we'd like to propose that perhaps things aren't quite as simple today as they were back when Sea published the *Yacht Register*. The fact is that these days a boat can have a variety of lengths.

As you suggest, in "yacht design" a boat's length is one thing. But "rated length", as defined by the IOR and PHRF rules are two more entirely different things.

Then there are harbormasters looking to collect dock fees according to the length of the boat. You could argue that *Rendezvous* is a mere 50-footer until you're blue in the face, but no harbormaster is going to accept it. Nor is a shipping company that could only handle boats less than 55-ft in length.

We think you miss the point when you suggest the inconsistency is "deceptive", but we'll agree that it promotes confusion rather than understanding. The solution, of course, is for us to be explicit about which kind of 'length' we're referring to. Unfortunately, since that's often very difficult to determine, we'd recommend that you take your own advice and don't "hold your breath".

You are to be saluted, however, on your efforts to render at least some modicum of understanding in these increasingly confusing times.

DEAR CONGRESSMAN KONNYU

The tax bill recently reported out of the House Finance Committee apparently will eliminate the tax deductibility of interest paid on loans on boats and recreation vehicles, but will leave untouched the deductibility of interest on second homes.

I consider this a gross inequity. Through what logic can we permit the owner of a \$250,000 ski chalet at Lake Tahoe, or a beach house

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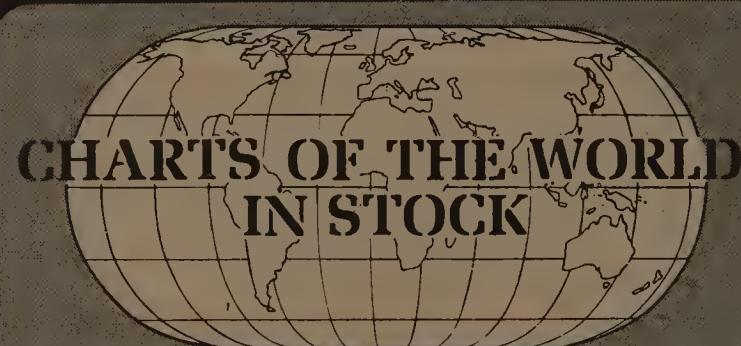
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LETTERS

at Pajaro Dunes to deduct his interest, while we withdraw that privilege from the owner of a \$40,000 boat or RV? All these properties are utilized for the same purpose — recreation. If the boats or RV's have sleeping accommodations, cooking and sanitary facilities, then they should receive the same treatment as a second home. I strongly object to the all-too-common view of boaters as "rich yachties", while owners of expensive resort homes escape such opprobriums. Your recent House voting record indicates that you, too, believe all boaters are wealthy, ripe for picking.

My wife and I, with our children (until they matured and bought their own boats), spend many weekends each year cruising San Francisco Bay and adjacent waters, sleeping aboard one or more nights and eating aboard each cruise. Most summers we sail our boat to the California Delta, spending two to three weeks there. How does that differ in principle from the recreational use of most second homes?

I write to you as a matter of fairness; I have no personal bias. I own my sailboat free and clear, and do not own an RV. If Congress wishes to treat boats and RV's as the new bill does, then the only equitable thing is to apply the same rules to second homes. That would be fair and equitable, and I could support that position.

I voted for you in your last election. I hope you will adopt a stance representing fairness and equity to *all* taxpayers.

Henry Cohan, Treasurer
Palo Alto Yacht Club

Henry — If we remember correctly it's Senator Danforth, who is anchoring efforts to modify last year's Tax Reform bill by eliminating the tax deductibility of the interest paid on boats and recreational vehicles — but not second homes. If there's anyone out there who can defend such an inconsistent position, we'd love to hear from them.

Otherwise, we heartily recommend that all readers write both their representative as well as senators Cranston and Wilson and object to this obviously prejudicial bill.

□ THE CANADIAN PERSPECTIVE

We thought of writing once before when a marina claimed it was an "Act of God" that caused a double boathouse they owned to break free of its polypropylene lashings and blow down onto our boat causing thousands of dollars of damage.

More recently we were going to drop you a line after we found ourselves in the middle of an apparent illicit drug drop. In the process we managed to get our outboard dinghy motor stolen right under the nose of not one but two federales. No, not in Mexico, but anchored off the Santa Cruz Pier. Police: "Yeah, it happens all the time. Lots of murders, too."

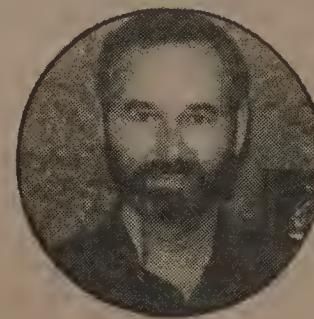
Are these guys part of the solution or part of the problem? After much consideration, we decided to keep these things strictly to ourselves. After all *Latitude 38*, not to mention *Latitude 34*, routinely notes that "shit happens".

What finally did prompt me to write was a call to my good friend, Charlie Gould, on the occasion of his 80th birthday. His wife, Ruth, answered and in the ensuing exchange of pleasantries noted that an old sailing buddy was over at their house for a visit. Probably many of your readers have heard of their guest, a fellow by the name of Miles Smeeton.

Yet who has ever heard of Charlie Gould? Probably not many, as he did not write any books or win any major races. Being a good Canadian, Charlie picked out some trees he liked, took them to a mill he trusted, and transformed them and five years of labor on a Bill Garden design into the 50-ft sloop *Astrocyte*. (*Astrocyte* is the name

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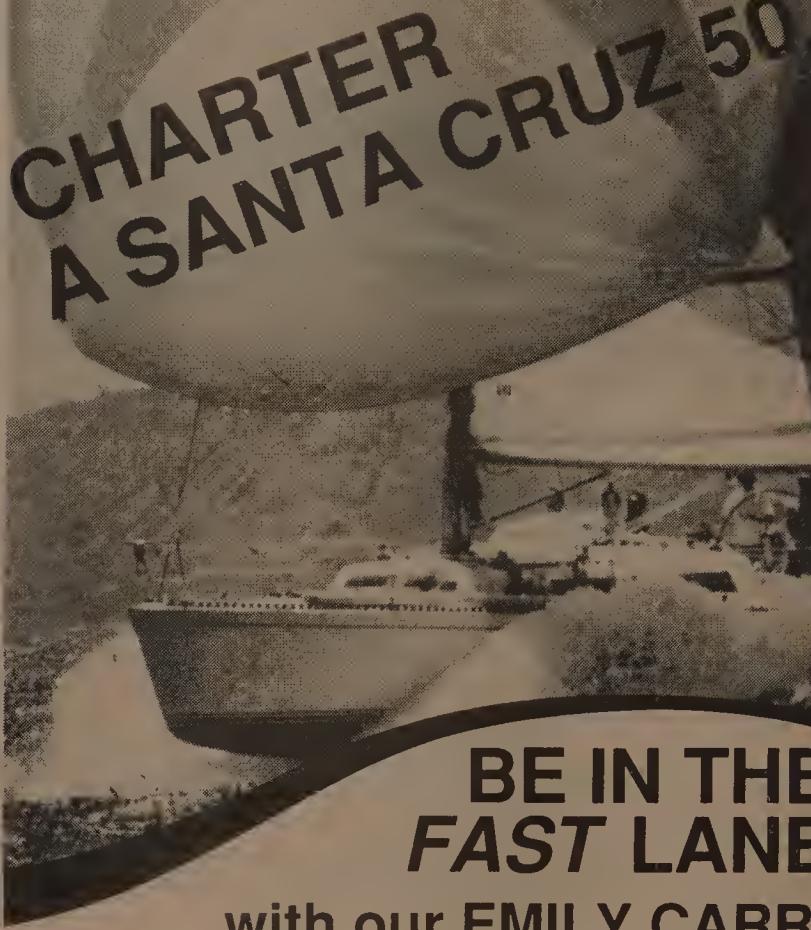
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Feb/Mar/Apr	Whitney series - 4 to 6 medium length events	40-60	\$ 4,500
Apr 11-17	ULDB Pro Series in Long Beach	25	\$ 2,500
Apr 19-20	Marina Del Rey to Newport	75	\$ 1,300
Apr 19-20	Channel Islands (Ventura) to Newport	120	\$ 1,650
Apr 25	Newport to Ensenada	160	\$ 4,500
May 17	San Diego around Los Coronados Islands	40	\$ 1,300
May 23	Los Angeles to Dana Point	40	\$ 1,300
Jun 4-7	Long Beach Race Week (ULDB Big Boats)		\$ 2,500
Jun 14	Swiftsure and Victoria B.C. to Maui	3,500	\$22,000
Jun 14	Long Beach to San Diego "Moonlight Race"	100	\$ 1,650
Jun 28	Channel Islands to Marina Del Rey	75	\$ 1,300
July 4	Marina Del Rey to San Diego	120	\$ 3,000
July 4	Oakland to Catalina (great fun)	400	\$ 5,500
July 12	San Francisco to Hawall	3,000	\$20,000
Aug 2	Santa Barbara to King Harbor	120	\$ 2,500
Aug 2	Newport to Coronado	75	\$ 1,650
Aug 16	Newport Beach around Catalina	65	\$ 1,300
Sept 6	Long Beach to Dana Point	40	\$ 1,300
Sept 6	Ventura - Pt. Dume - Anacapa - Ventura	75	\$ 1,650
Sept 12-21	St. Francis (SFO) Big Boat Series (SC 50 Class)		\$ 4,500
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LETTERS

of a brain cell — Charlie is a neurologist).

In the ensuing five years Charlie and Ruth sailed *Astrocyte* around the world — the 60's world of the Hiscocks and Smeetons.

You really can get a good feeling of today's cruising scene just by reading your magazine — recently "Pounds of Pardey Passages". I've never read any of Pardey's stuff, but they would seem to be remarkable people just on the basis of the letters to your magazine. But at the same time, as we head down the coast we find it's not the Pardeys or Smeetons, but the "Charlie Goulds" of cruising that leave the lasting impressions that transcend the index at the back of a book.

As long as I am half blitzed with pen in hand, why not tackle another perennial 38 topic — ham radio. I struggled through the whole routine and got a general class license this last year. You're right, it's entirely unreasonable — but certainly no more unreasonable than beating into a stiff breeze or a broad reach in a near gale. Hams are certainly into their thing, traditional and all, as much as we sailors are into ours. I say, join 'em or leave 'em alone. After all, to draw an analogy, isn't that the way you would like the BCDC to treat sailors?

Finally, a "retrospective impression question" of sailing on the San Francisco Bay — doesn't anyone know when to reef? We figured there must be some sort of local knowledge that allows afternoon sails in the "Horizontal position".

Bob Lynch and Gay Utter
Scream en route to Mexico
Ganges, British Columbia

□ A COUPLE OF THOUGHTS

In the September issue you asked what a 41CX is. It's a handheld calculator made by Hewlett Packard that is applicable for navigation purposes. In fact, using the plug-in navigation module we were able to come within a hundred yards of our Loran readings on a stormy trip down to Southern California. 41CX's sophisticated toy/tools that just about anyone can learn to use with a bit of diligence. They're easy to 'marinize', too. Just enclose them in a zip-lock bag.

About computers onboard. Although not having used personal computers on a boat, I'll note a couple of potential drawbacks for this application. Computers thrive in dry, stable environments. The moist, often jostling water-borne environment will most likely reduce the lifespan of an onboard computer. This may or may not be a problem; if one has the resources and interest, a turnover of a computer every two or three years is to be anticipated.

A big problem I have noticed with the moist environment, however, is the way in which it affects floppy diskette performance. The 5.25-inch diskettes need to spin at about 360 RPM in order to work properly. I have occasionally had problems with this type of diskette not spinning freely after it was exposed to a marine environment. In other words they won't always work. Heat can also be a problem for those going up the Delta or down south. It can cause disks to warp.

The good news is that the 3.5-inch disks being used on most new computers are in more rigid housing and thus less prone to damage.

Fixed disks (hard disks, Winchester disks) are able to store vast quantities of information and tend to be much more convenient for someone using many different software products. They are faster and more convenient to use than floppy diskettes and have become relatively affordable. However tolerances on fixed disks are extremely fine, therefore many precautions would have to be taken to protect them. Otherwise you may destroy all your files by beating to weather — even if you're not using the computer at the time.

Another potential problem is the power supply. Computers can be tempermental if there are surges in the current — sometimes causing

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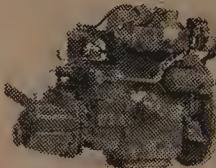


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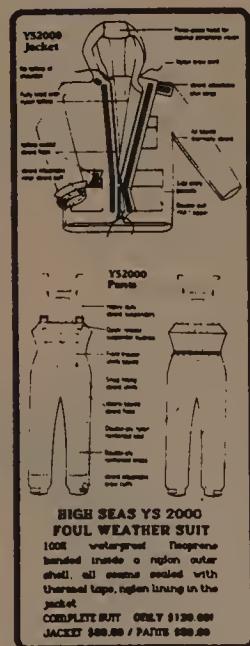
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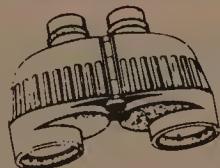


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demoralizing 'crashes' of the system, usually at the worst time possible.

Despite the potential problems, some of the BOC competitors were equipped with onboard personal computers. I recall seeing a picture of a Macintosh equipped navigation table in one of the glossy rags.

Computer have great potential for nautical applications; however the niche market may never be significantly developed.

Dave Rice
Los Altos

Dave — Just a couple of weeks ago we were in the Caribbean and met Mike Maloney, formerly of Marina del Rey. He and his wife had purchased a Morgan Out-Island 41 to charter, and he has a Compaq computer set up in the aft-cabin to bang out newsletters. He called the factory in Texas to ask if the marine environment would adversely affect it. The response? "Honey, since we make them here in Houston where the humidity is horrible, I can't imagine a little marine air hurting them." His computer has also continued to perform flawlessly with dies and surges in the current. Boats may not be the ideal environment for a computer, but it seems to be satisfactory.

ERRARE HUMANUM EST

We at Charles Thomson Yachts would like to correct a mistake in our add shown in the October issue of *Latitude*.

We really blew it when we made the comparison price between the Freedom and Sabre. We were first alerted to this blunder when we received a rather steamy telephone call from Cruising World Yachts demanding to know where such a number had come from. We were also told that they would buy all the boats we could provide at that price — which was about twenty-odd thousand dollars below market.

To our surprise and disappointment we discovered we were one line off in the *Buc Book* and had mistakenly put in the number of the next size smaller Freedom. Charles Thomson Yachts is sorry for the mistake and do apologize to Roger Wales and Company.

Very chagrined yours;

Charles Thomson
Alameda

LET THE BUYER — AND SELLER — BEWARE

Wells Fargo is not the only one that used the deceptive approach in boat loans. When I bought my Santana 35 this spring I obtained financing arranged through the dealer. I was never specifically told whether my loan had a fixed or a variable rate, but it was pawned off as being better than lower interest variable rate loans offered by other companies. I called twice to confirm the interest rate, and heard no mention of the loan's having variable interest. When my wife and I arrived to sign the paperwork, we found the loan to be your standard, variable interest, balloon payment loan. Luckily for me the 'no fee' loan fee was only \$100 and the no prepayment penalty payoff penalty was only \$50 worth of interest.

In what seems to be a typical reaction, I kept my mouth shut and signed the papers. A few days later when I talked to the bank's loan officer I said I felt the loan had been misrepresented as a fixed interest loan. Curiously she replied, "Yes, I know." Interesting, because that was the first time I had talked directly to anyone at the bank. Needless to say I did not keep that loan more than a few weeks.

In itself no big thing, but in combination with several other matters of the sale have left me feeling I have dealt with the archetype used car salesman.

The moral is, of course, "Let the Buyer Beware". There is certainly

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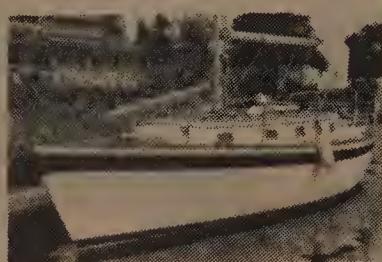
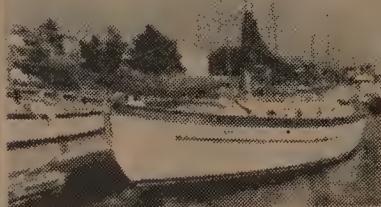
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LETTERS

an element out there that believes in the "screw the customer" ethic. I recommend anyone purchasing a boat have all paperwork mailed to them so they can keep it for a week or two.

I also say, "Let the seller beware." It's his business also that he is screwing. An example is the semiconductor industry I work in. We have, in the last four or five years, struggled desperately to try to turn around our attitudes of service towards customers in order to restore our ability to be competitive. The world is waking up to issues of service. I close mentioning only that my second loan was with a Japanese owned bank.

Lawrence Moberly
Santa Clara

Lawrence — We think your 'seller beware' comment is very perceptive.

MORDIDA IN MEXICO

After visiting Mexico by land and sea over a period of 25 years, we have run into the dreaded *mordida* for the first time, here in Loreto. After our experience, we learned from other cruising sailors that the man is notorious. Some have learned to "smuggle" their legally importable duty free items by disguising them as luggage. It seems the thing that sets the Loreto airport customs official off is anything in a box. Luggage is fairly safe, but cargo and insurance is a sure trigger. The rest of this letter is a copy of a letter sent to Mexican Dept. of Tourism offices in Loreto, La Paz and Mexico City, and to Fonatur in the same cities. I also sent copies to the consulate in Los Angeles and to the Embassy in Washington. I'll keep you posted on developments.

"I regret to report to you what I believe to be a violation of the laws of Mexico by an Aduana official, Sr. Fernando Miramontes. He works at the airport at Loreto. I believe he is based from unit 23 in Santa Rosalia, Baja California Sur.

"Before leaving Los Angeles, California, USA, I went to the Consulate to determine what I needed to do to bring supplies and repair parts for my boat into Mexico. At the Consulate, I spoke to Sra. Gonzales, and my list of materials and parts was notarized and stamped by Sra. Gonzales. I was told that I would not have to pay customs duties or taxes because the materials were for a "Yate en transito".

"When I arrived at the Loreto airport on September 1, 1987, I was met at baggage claim by Sr. Miramontes and three other uniformed and armed Aduana officials. One, "Oscar", had a Cal .45 Colt automatic pistol which he sometimes held in his hand or put in his waist band. This was intimidating.

"My baggage was four boxes of supplies for my boat, *Inspiration*, Document No. 520360. Sr. Miramontes asked many questions, inspected our visas, passports, and ship's papers (we are properly entered with the Capitanía in Loreto). Sr. Miramontes maintained that taxes were due, that our papers did not 'prove' we were a 'yate en transito', and that we were in violation of unspecified Mexican laws. He also said that 'Oscar' wanted \$70.00.

"I told him I had been to the Consulate in Los Angeles, showed him the stamped and notarized list of supplies, and showed him I had paid a consulate fee of \$16.50. I also said that I believed that supplies for a 'yate en transito' should be free of duty. I also said that I believed that all of Baja California Sur was a free zone as well.

"Sr. Miramontes said that I was wrong. He said that the papers from the Consulate were of no value or significance. He said that very large taxes were due.

"By this time — since the flight had been an hour late — it was near dark. Everyone was gone from the airport except for Sr. Miramontes, his three assistants, and my wife and I. All the taxis were

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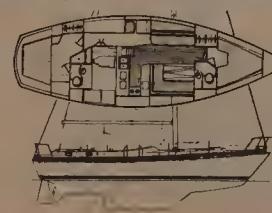


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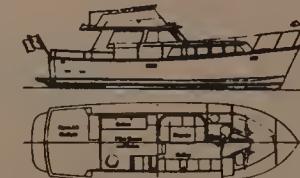


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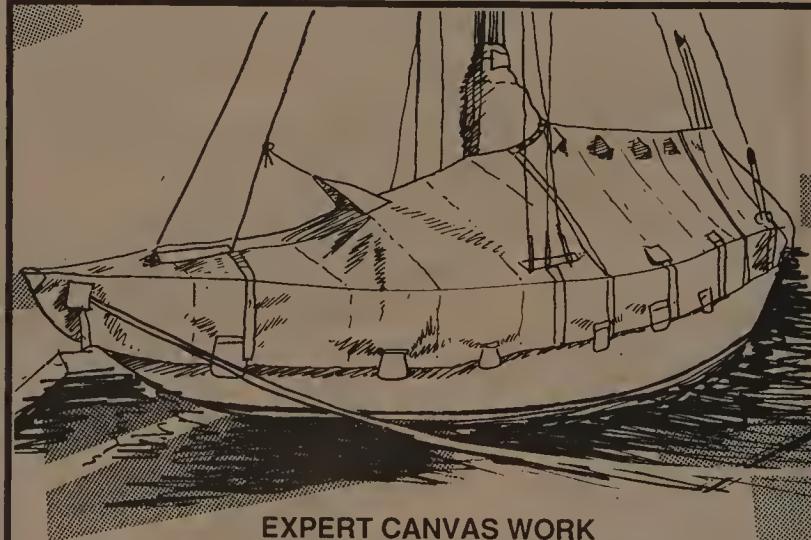
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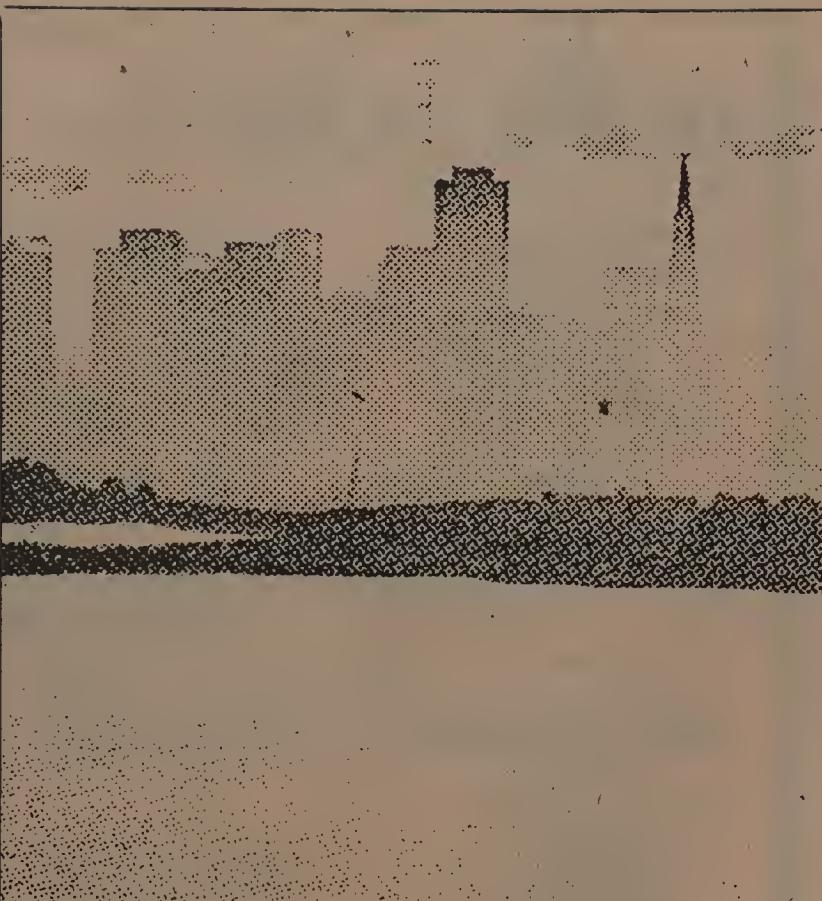
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LETTERS

also gone.

"Several times, Sr. Miramontes suggested a 'private arrangement'. Finally, I asked him how much and paid \$40.00 U.S., receiving a receipt for \$9,000 MN.

"On Thursday, September 3, 1987, I returned to the airport to collect an Aeromexico cargo shipment of the rest of the materials I had listed on the papers I presented at the Consulate in Los Angeles. There were 11 small boxes. Again I was met by Sr. Miramontes, and there was a similar set of events. Sr. Miramontes first demanded \$200.00, and refused to release my materials until I had paid him \$120.00. I received no receipt at all.

"I still believe no duties were due, because we are a 'yate en transito', and perhaps secondarily because Baja California Sur is a free zone.

"Sr. Miramontes collected *mordida* from me twice. I do not know what might have happened to my supplies, to me and to my wife had I refused to pay.

"If I am correct, and Sr. Miramontes has violated the laws of Mexico, I will be available to you at any time, and will cooperate in any action you desire. I want to help stop the extortion and intimidation of tourists. I want my money back, too.

"I have visited Mexico many times over 25 years and never before have I encountered demands for *mordida*.

"I am an amateur radio operator. My Mexican call is XE2HOK. My USA call is KI6RU. You will find me in or near Puerto Escondido until late October. Afterward, I shall be in La Paz until mid-December. Almost any yacht can forward a message via radio. I also can be reached at:

William F. Steagall, Sr.

1023 22nd Street

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"With thanks in advance for your assistance, and appreciation of the privilege of visiting Mexico."

William F. Steagall, Sr.
Captain, Yacht Inspiration

William — You have our sympathy as we believe you're correct in stating that you shouldn't have had to pay any 'duty' for bringing parts to a 'yacht in transit' — especially in duty free Baja.

Historically speaking, there have been occasional 'problems' with customs. We recall how spooked we were flying a brand new Avon inflatable in to Loreto a couple of years ago. The customs officials gave us and the Avon a long, hard look — but then waved us through. It must have been our pretty faces because others weren't so lucky.

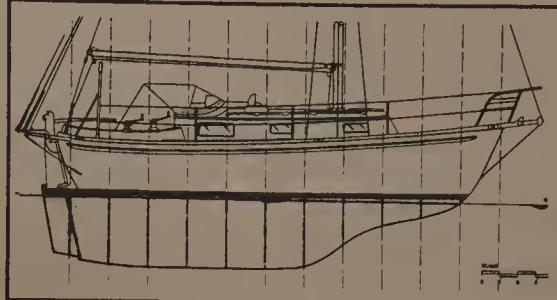
There are different theories on what to do about phony 'duty'. Some say you should be outraged and try to raise a stink with officials and the press such as you seem to be doing. Others say it's best to just accept it unless it gets completely out of hand. The latter folks fear that if angered, local officials could make life much harder on yachters. Some recall the official who suddenly got mad back in 1979 and decided that everyone — even in Baja — had to have a Temporary Import Permit right now! The official was rather quickly canned, but not before giving yachters quite a shock.

This is hardly a Mexican problem; let us tell you what they do in the United States Virgin Islands. If you show up there with a couple of Lewmar hatches they demand you prove that duty has been paid on them. Show them a sales slip from a California chandlery and they just laugh. "That's not proof enough for us," they say, "you've got to pay unless you can show us the customs receipt from when it first came into the United States." Which, of course, is impossible; which, of course, is the point. And they couldn't care less about 'boat

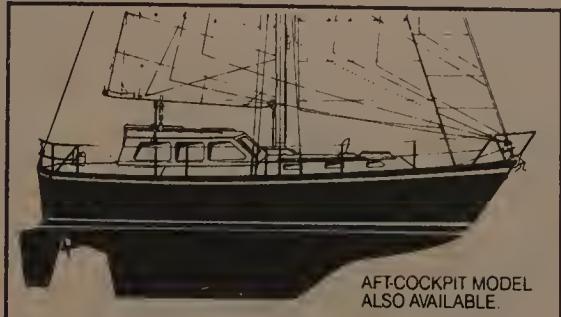
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LETTERS

in transit'.

The killer is if you ship the stuff through the U.S. Virgin Islands to the British Virgin Islands you don't have to pay anything because customs in the British Virgin Islands does recognize 'boats in transit'.

William, we're very interested in learning how things turn out. We're also interested in hearing from anyone who might know if we and William are misunderstanding the law with regard to bringing gear into Baja California Sur.

I WAS THERE

I would like to clear up a point which Dave Symonds made about the Pardeys in an earlier issue.

In reference to the towing of the Pardey's engineless *Taleisin* to the dock at Opua, New Zealand, I happened to be there. I was on the dock waiting for Larry to row me in a line when Symonds, arriving on the scene with his inflatable, offered the un-necessary assistance of a tow. Taking a line to shore was all that was needed.

When he finally brought the line ashore, after failing with the tow, all went well. The kind of help Mr. Symonds offered in that situation did no one any good.

If you want to help a fellow sailor out — and God knows we've all needed it — do it. But let's not use it against the person you assist.

Viva la gaffer!

Michael Kri
Gildie of Monterey
Great Barrier Islands, New Zealand

Micheal — You're not going to believe this, but as the photograph here proves, we also were there on the dock in Opua when the



Pardeys arrived from Tonga. When Symonds mentioned towing the Pardeys in to port, this was not what he was referring to.

WHAT TIME IS IT?

It's time to face facts.

The anchor-outs are not anchored; they are moored. Some have such heavy moorings that the only way to get them up is with a crane or special heavy duty windlass.

This small group of vocal and obtrusive characters have taken over Richardson Bay to a huge degree.

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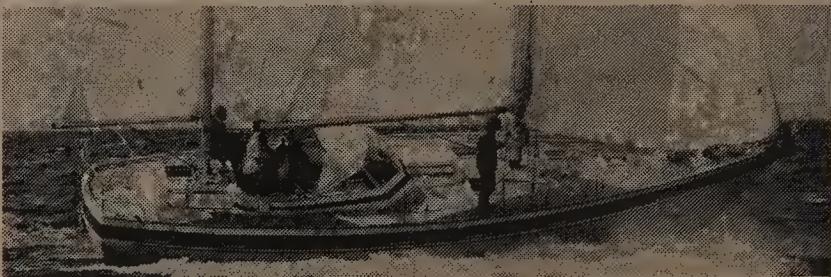
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LETTERS

jo and Strawberry Point. You are an asshole for not researching this. One, these properties are held in fee title by the people who did the development. The anchor-outs you continue to defend are on public land or private land without the owner's written consent. If you believe that anybody has the right to take over public or private land without due process, well up yours.

I stand committed to seeing that Richardson Bay remains an anchorage, but with controls that will make it possible for all boaters from wherever to enjoy the area without being hassled by people who have been moored there long enough to think they own it.

Wally Mays
Sausalito

Wally — We're fully aware of the difference between an 'anchor-out' and a vessel that is 'moored'.

Our primary concern seems to be the same as yours — that a suitable area of Richardson Bay be left open for navigable vessels to anchor. You've cruised to Mexico on your Rawson 30 and we bet you're glad that they didn't have a bunch of ignorant and officious officials ruining the experience by legislating you into a marina every night. This is supposedly the freedom-loving United States; is there any reason we can't expect a trace of that type of understanding — especially when navigation (which under Coast Guard definition includes anchoring) is supposedly protected under the Public Trust?

Supervisor Aramburu and what you might also call his "obstreperous" group have no problem recognizing the importance of Richardson Bay to birds heading south; what is it about them that they can't recognize it has a similar importance to sailors working their way toward the border? Richardson Bay is not just any old body of water, it's a rare cruising resource for the entire west coast of the United States.

As we've said before, we think the moored out non-navigable vessels present a slightly different problem than navigable boats. But given the history and unique nature of Richardson Bay, we can't imagine the problem couldn't have been handled better and with far more compassion. There is, afterall, a big difference between trying to solve a problem and trying to use it to reap political hay.

As for the business in Vallejo, we weren't making a comparison of the status of the land but the rather the reaction by the BCDC. That excessive over-the-water addition to the home in Vallejo without a permit was a pure and simple violation of the law. But when the owners go out and hire an old BCDC commissioner as their attorney, suddenly a BCDC spokesperson is telling the Chronicle how they'll probably be able to work something out. Why can't the BCDC demonstrate a similar predisposition to understanding when they're around boats and Richardson Bay? We hope, Wally, that you put as much importance in equal treatment under the law as you do property rights.

And what about the two projects at Strawberry Point? The marina is going to cause traffic but the \$500,000 lots aren't? We're not especially for or against either one of them; we just think the completely different reactions by Supervisor Aramburu are symptomatic of a deep-seated bias.

As far as we're concerned, the issues of pollution and clear navigation are trumped up in order get authority over Richardson Bay. As for your assertions of "hassling", all we can say is that we've had one or more boats in Richardson Bay for the last 14 years and never experienced a single instance of anything resembling it.

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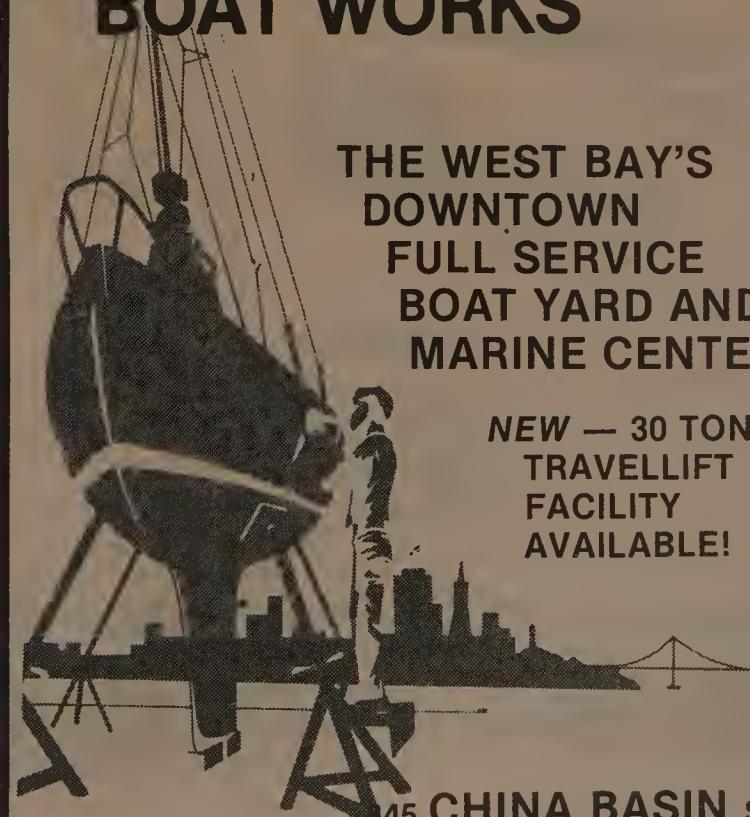
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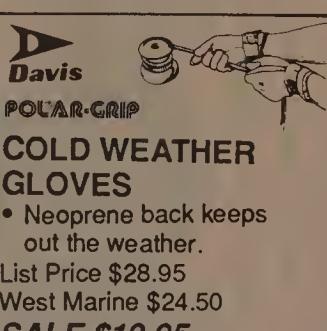
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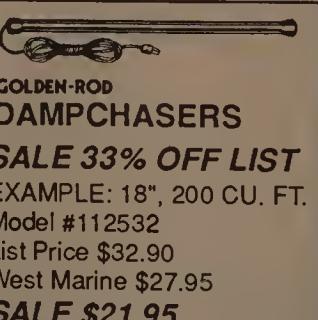
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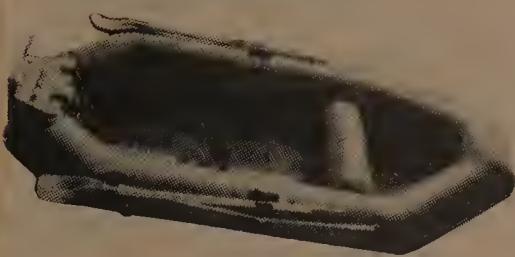
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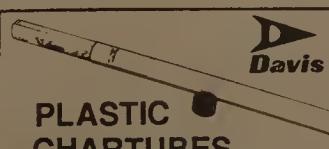
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speedsailing and the dash for cash

"Faster is funner" is Speedsailing's rather derivative motto. Judging from the third and final race in Saturday, September 26's San Francisco Grand Prix, its theme song should be *Is That All There Is?*

Despite all the pre-race hype, the TV coverage, the press boats and two photo planes overhead, it was over in less than 11 minutes. It was yachting's version of 'Wam! Bam! Thank you, ma'am!' The crew on Hal Nelson's



'Zeus' with the special hiking 'plank' at the 'Dash for Cash'.

MacGregor 65, *Zeus*, hardly had time to get out on the expensive hiking racks (see photo) that had been installed just for the event.

The victorious boat, *Kidwell Paints*, a 32-ft cat owned by newlyweds Alan and Susan O'Driscoll of La Honda, finished the 2.5-mile windward-leeward course in 10 minutes and 50 seconds. They were powered by a cooperative 25-knot San Francisco Bay breeze. Normally racing as *Beowulf V*, the O'Driscoll's D-class catamaran has held the U.S. straightline speed sailing record of 31.6 knots since 1974.

Second place — and just 25 seconds off the pace — was Serge Pond's D-class catamaran, *Rocket '88* from Capitola Beach. Des MacCallum's *Pandemonium*, a N/M 66, won \$500 for being the first monohull to complete the course. She was skippered by Bob 'Big Daddy' Klein. Hal Nelson's *Zeus* was fourth and Mark Murray's 35-ft cat, *Atlantic Invictus*, from Florida was fifth.

The Speedsailing Grand Prix was a little short in more ways than just the course. A smaller than expected number of boats participated in the qualifying heats for the 'dash for cash', and the promised Multihull TransPac winner, *Wind Warrior*, was not among them. Also conspicuous by their absence were the other sleds that had competed in the previously week's wildly successful St. Francis Big Boat Series.

There are big differences between the Big Boat Series and the Grand Prix. The Big Boat Series has remained staunchly corinthian to date, while Speedsailing, an offshoot of Great American Media Inc., of Newport Beach, is

cont'd on next sightings page

spinnaker pole

Did you lose a spinnaker pole in Raccoon Strait early last month? Paul May found one there and he'd like to give it back.

"Guess the length and it's yours," he writes. "Contestants limited to rightful owner, please." If you qualify, he would like you to call between midnight and 8 a.m.,

now we

That's the title of one of our favorite childhood books, and now it's also the number of yacht clubs on the tiny island of Alameda. The 2-year-old Alameda YC recently christened their new clubhouse in



LATITUDE/RICHARD

wants to go home

Wednesday through Sunday. Really — that's when he wants you to call. We wouldn't ask you to call in the middle of the night for a joke. That would be mean.

His number in Mountain View is 852-4726. Good luck!

are six

the newly buffed-up Fortman's Marina (on the Estuary between Svendsen's and Mariner Square) with a grand opening prime rib dinner and party. The celebration —

cont'd on next sightings page

speedsailing — cont'd

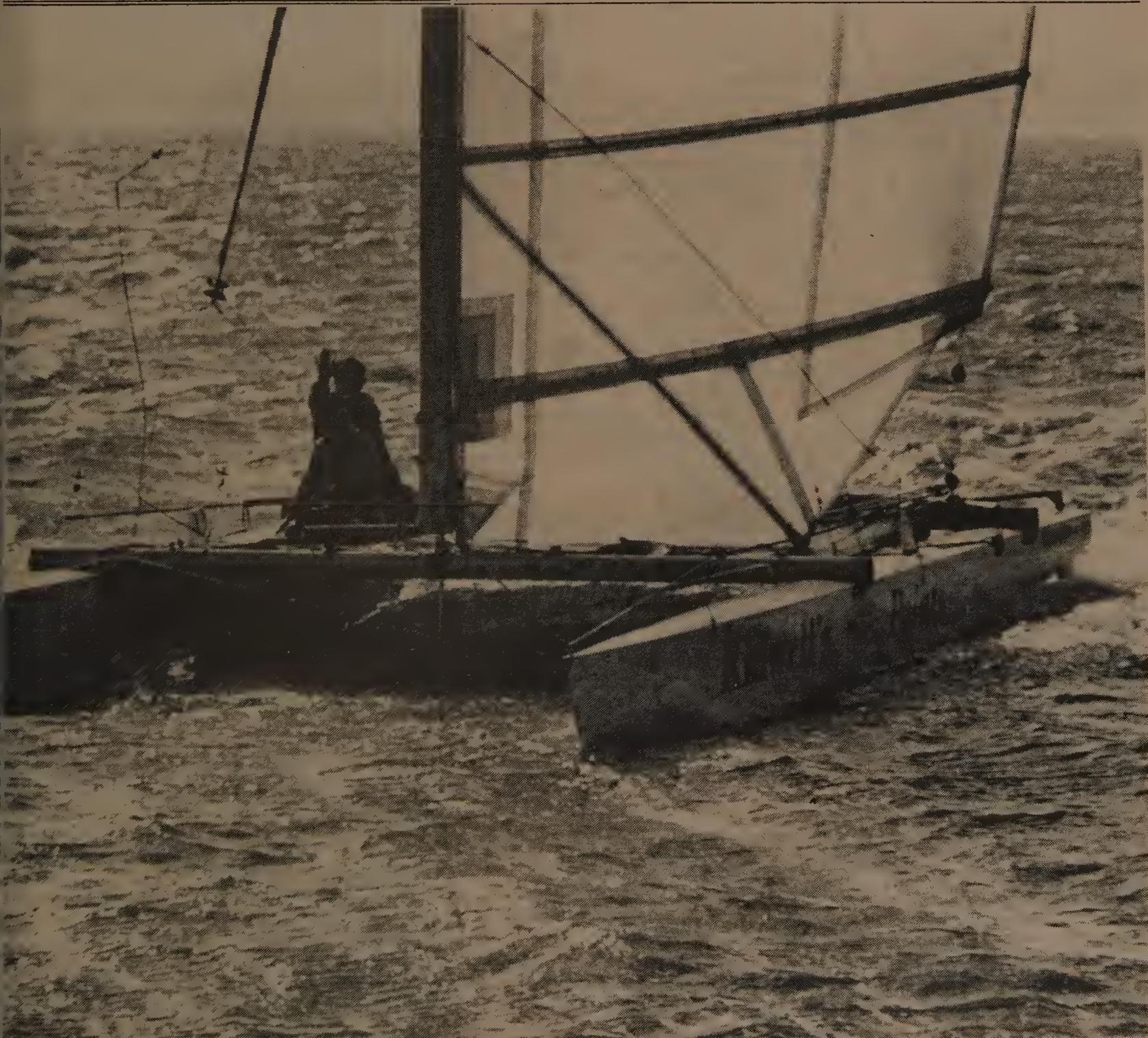
seeking to turn sailboat racing into a commercial spectator sport — like stock car racing.

The 'dash for cash' started and finished off Pier 39 in an attempt to tap on some of the 10 million people who visit every year. A moderate crowd actually watched the racing, but it's uncertain to say how many knew what was going on. Since multihulls and maxi sleds have such different speed and handling characteristics, it was difficult to follow what little action there was. It was sort of like greyhounds, quarterhorses and camels racing around the same track at once.

Speedsailing's promoter, George Kolesnikovs, admits the course was a bit short. "In retrospect, it could have been just a little longer." The hope was that it would last 20 minutes, but organizers underestimated the strength of the wind.

Nonetheless, Kolesnikovs was satisfied. "It made for a good little TV thing

cont'd on next sightings page



speedsailing - cont'd

on Channel 5. The adrenaline was really pumping for 12 minutes. That's something we're trying to introduce to yacht racing."

Kolesnikovs obviously hadn't been anywhere in the vicinity of #8 during the Big Boat Series, where at times it had been scary just to watch.

Based on an estimate of 30,000 people at Pier 39 over the weekend, Kolesnikovs calculates that some 2,000 to 4,000 saw the race. "It was a rotating crowd," he explained. "Most of the people who come to Pier 39 make it all the way to the end to look out on the Bay. Next year we may put in some bleachers."

Ah, next year. Great American Media "sees a national circuit developing in 1988" that would feature a Grand Prix in Long Beach in May, and San Diego and San Francisco in the month of June. "This was a preliminary effort," he explains, "now we have TV clips to show. We have something to sell to sponsors. The idea is to have corporate sponsors putting up \$10,000 to \$20,000 for the winner of the next event."

If held again as planned in San Francisco, a butterfly-shape course would be introduced, with racers returning to the pin in front of Pier 39 after rounding Little Harding, Blossom Rock and other mid-Bay marks. That certainly would be a tremendous improvement over this year's short and unimaginative course.

Speedsailing, of course, is just a ripple in the wave of commercial sailing events that have been proposed since ESPN's fine TV coverage of the America's Cup. When people who didn't know a winch from a wench tuned in to root for Dennis Conner, neon dollar signs lit up in promoters' heads everywhere.

Big Money sailing seems to be splitting into two camps. In one, sponsors put up the money for prizes in return for getting their names plastered on sails, shirts and boats. Like professional car racing, tennis, golf, etc. In the other type, entrants pay big bucks to enter hoping to win and take home most of the pot. More like poker.

A good example of the latter is 'The Ultimate Yacht Race' next May in Texas to determine the "fastest 30-ft monohull in the world". It costs \$20,000 to enter, but first place wins a cool million dollars. There is no second prize. Such events would provide a remarkable opportunity for a guy like the very hot John Kostecki. With scores of investors willing to back him for the chance at doubling their money, he'd have an excellent chance at becoming a wealthy man quickly.

The first — or next professional sailing event, depending on how you want to classify the recent Speedsailing Grand Prix — is taking place even as this magazine rolls off the presses. That would be the *Masters of the Bay* in Norfolk, Virginia. Sailing in USYRU Category A boats, the pot is \$65,000.

Next May is the previously-mentioned million dollar competition for 30-footers in Texas. As an offshoot of that 'Ultimate', there will be an 'Ultimate' J/24 competition in San Francisco Bay next September off Pier 39. The top ten finishers in that event will take the prize money.

Other professional sailing events scheduled for San Francisco Bay next year include a European Formula Forty showdown. No dates have been set for that. Then in October, ProSail will have a competition between 12 Meter-like boats on San Francisco Bay. To date, the latter seems the best connected of all the professional events. But a big shake-out in professional racing promotion is virtually a certainty.

getting every last bit

Usually when you're sailing to weather, you try to sail as fast and as high as you can. Of course, the two are mutually exclusive, and the idea is to find that sweet middle ground — the groove — where you're maximizing your VMG (velocity made good) toward your destination.

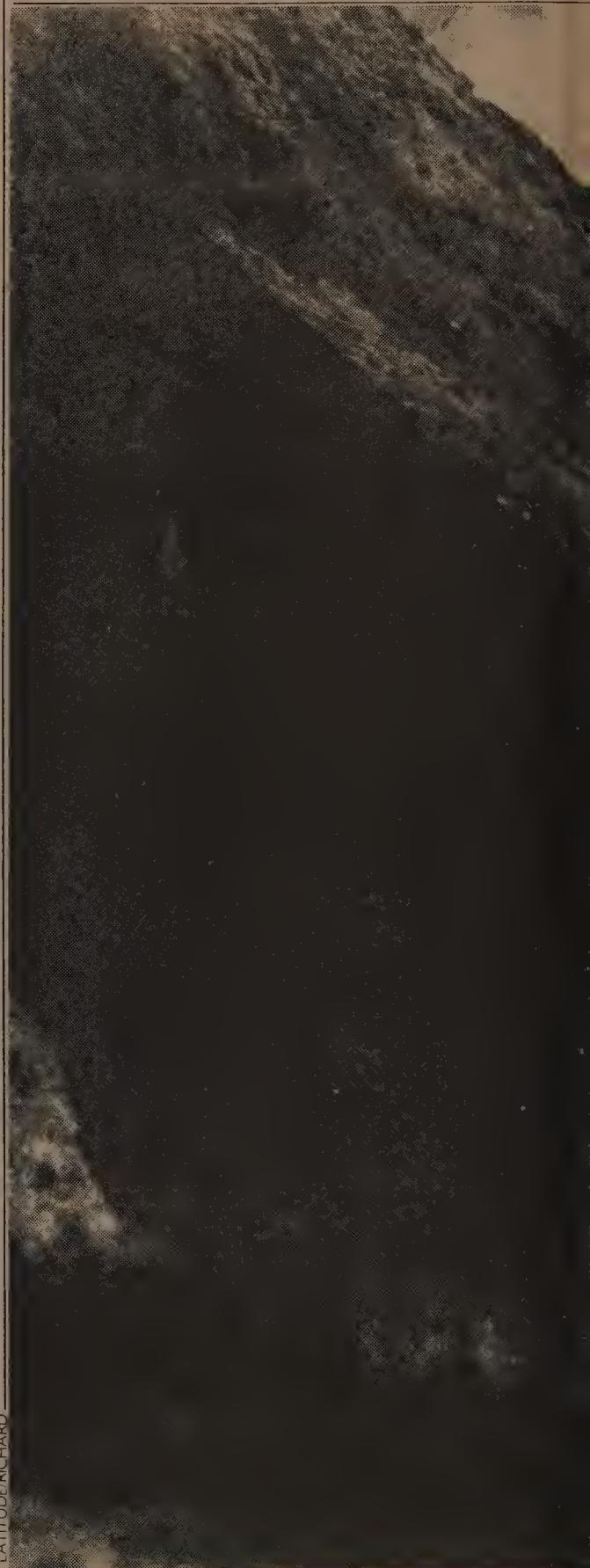
But, there are inevitably times when you're willing to sacrifice boatspeed for every last inch you can make to weather. It may be that you're trying to shoot around a racing buoy without having to tack. Or, as was the case with

cont'd on next sightings page

now we

which marked the fledgling club's transition from dream to reality — raged on until four in the morning.

The club has about 100 members, evenly split between sailors and powerboaters. Club Manager Paul Akagi says the race committee will probably go into action next summer,



LATITUDE RICHARD

are six — cont'd

although specific events haven't been planned yet. The club offers berthing for visiting boats from other PICYA clubs. For more information call Akagi or Commodore Howard Gotelli at the clubhouse (865-5668).

cont'd center of next sightings page

getting every last bit — cont'd

the boat in the accompanying photograph, you might just want to make it past a rocky outcropping without having to go out into adverse current.

In any event, do you know how to trim your sails and place your crew weight to get the utmost weatherly ability out of your boat? Our sailmaking friend Hiram Gunn, who's an outstanding racer and an all-around good guy, offers the following tips on what he calls "pinch mode":

cont'd on next sightings page



getting every last bit — cont'd

"Move the crew weight to the low side, pull the traveller way, way up and steer off the front of the jib. When the jib bubbles up front and as you start to lose speed, bear off quickly. Throw in a little 'fast forward' — you know, loosening up everything, letting the sails breathe — to get going again. And if you backwind the jib into the spreaders and rip it, give me a call. I'll fix it for free."

What a guy!

moss landing liveabards win reprieve

The Monterey County Health Department last month declared Moss
cont'd on next sightings page

now we

The new yacht club makes an even six-pack on Alameda; the other five are Aeolian, Ballena Bay, Encinal, Island and Oakland. And that's not including the various sailing schools or the Navy's sailing

"some like it hot"

Latitude 38 and *Latitude 34*'s first annual 'Some Like It Hot' Cruiser's Rally from San Diego to Mexico starts November 1. To



are six - cont'd

base. After running linear regression analyses all night on the office Cray computer, our statisticians concluded that this is the highest ratio of yacht clubs to inhabitants (Alameda lists 75,000) in the civilized world.

rally to ignite

prove this is a 'count the smiles, not the miles' event, it won't conclude until January
cont'd center of next sightings page



LATITUDE/BILL

moss landing - cont'd

Landing liveaboards illegal; but later harbor and county officials worked out a compromise. For now, liveaboards are secure in the harbor, located about halfway between Monterey and Santa Cruz.

The issue is sewage disposal. Moss Landing Harbor has had a high concentration of fecal bacteria for years. Warnings against swimming and shell fishing have been posted in the area since the early 70s. Up until late last year



Liveaboard compromise being worked out in Moss Landing Harbor.

businesses and homes on shore used septic tanks, which weren't very effective because of the high water table.

Last November sewers were installed. The health department looked around for the remaining sources of pollution, and focused on the 30 liveaboards in the 600-slip harbor. Health department agents said the harbor's pumpout station wasn't used much. "You figure it out," one said.

A September 30 letter from Walter Wong, environmental chief of the health department, said liveaboards are not hooked up to the sewer system, "therefore, no liveaboards may be allowed."

After discussions between Wong and the new harbormaster, Craig Winter, liveaboards got a reprieve. A new ordinance is being worked out that will require liveaboard boats to seal the Y valves on their heads to insure pumping into the boats' holding tanks instead of overboard.

The ordinance may be discussed at the next meeting of the Moss Landing Harbor District trustees November 12 at the harbormaster's office.

are plastic sextants for plastic people?

Just a few thoughts on the plastic sextant *Sightings* by Macey Casebeer in your last issue:

I sailed on the 55-ft yawl *Santana* with Charlie Peet during the 1971-73 circumnavigation. During the trip, Charlie used the Plath sextant, and I was only permitted to use the plastic one. So I've got a few sights under my belt with plastic sextants.

First of all, the problem of plastic sextants warping in tropical temperatures is not a joke. It happens very frequently. The real drag is that the warp is not always constant, so it's hard to plug into your corrections.

As you know, the way you work out the index correction is to fix the sextant at zero and shoot the horizon. This gives the IC when at zero, but not out on the arc. When the sextant warps, you don't have any idea what the true correction is, at say 20-40 degrees, which is right where you need to know what it is!

The only way we were able to figure out what the true IC for the plastic sextant was by comparing it with the sight that we got from the Plath. Sometimes the differences between the two sextants were amazing; like up to two or three degrees. (Not minutes!!) I think this is the biggest drawback to plastic sextants.

The heavier weight of the standard sextant is very nice for the dampening
cont'd on next sightings page

plastic sextants - cont'd

effect it has when taking sights. The "dreadful weight of the sextant sure makes it easier to "kiss" the horizon with the sun. If you are up on deck taking a sight long enough to get tired from doing sextant bicep curls, you should go back to the beach and practice a bit more.

The filters are a drag to use in hazy horizons that you find in the tropics because the few filters supplied on the plastic sextants are either too dark or too light, whereas the metal ones can be fine-tuned for just the right amount of filtering desired.

I think that the plastic sextants are great for stowing in the liferaft and to have as a spare. I know some very impressive voyages have been made using the plastic models, but there is no question in my mind that the larger optics, better filters and heavier weight make the metal sextants the proper

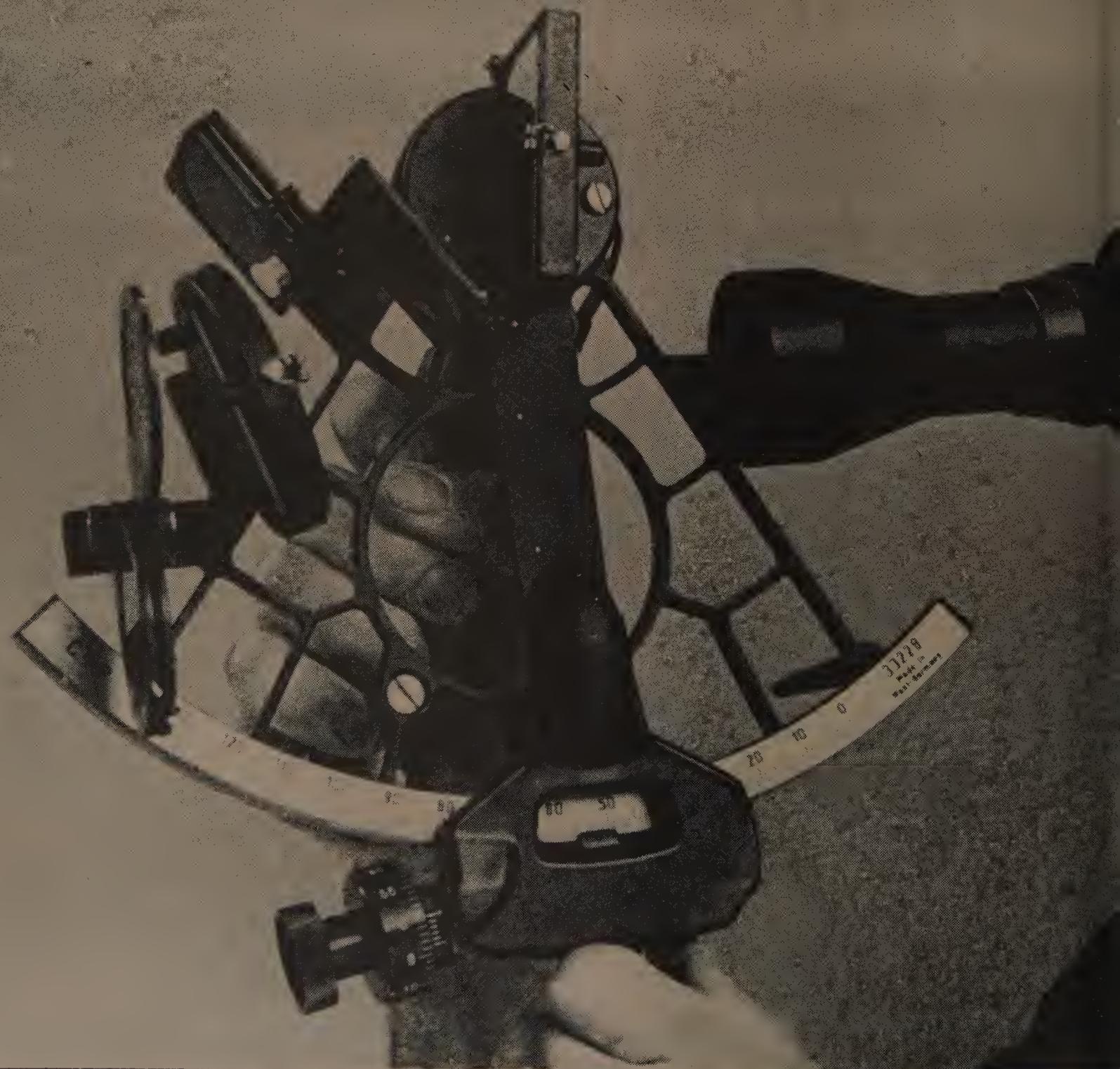
cont'd on next sightings page

"some like it hot"

31.

You may remember that according to the Some Like It Hot rules, there is no entry fee, you can start any time you want between November 1 and January 31, and you're allowed to sail and motor as much or as little as you like.

What is required is that upon arriving in Cabo San Lucas, you march up to Papi's Deli — which is Some Like It Hot headquarters in Mexico — and sign in. This consists of legibly recording the name and type of your boat; the name of the skipper and

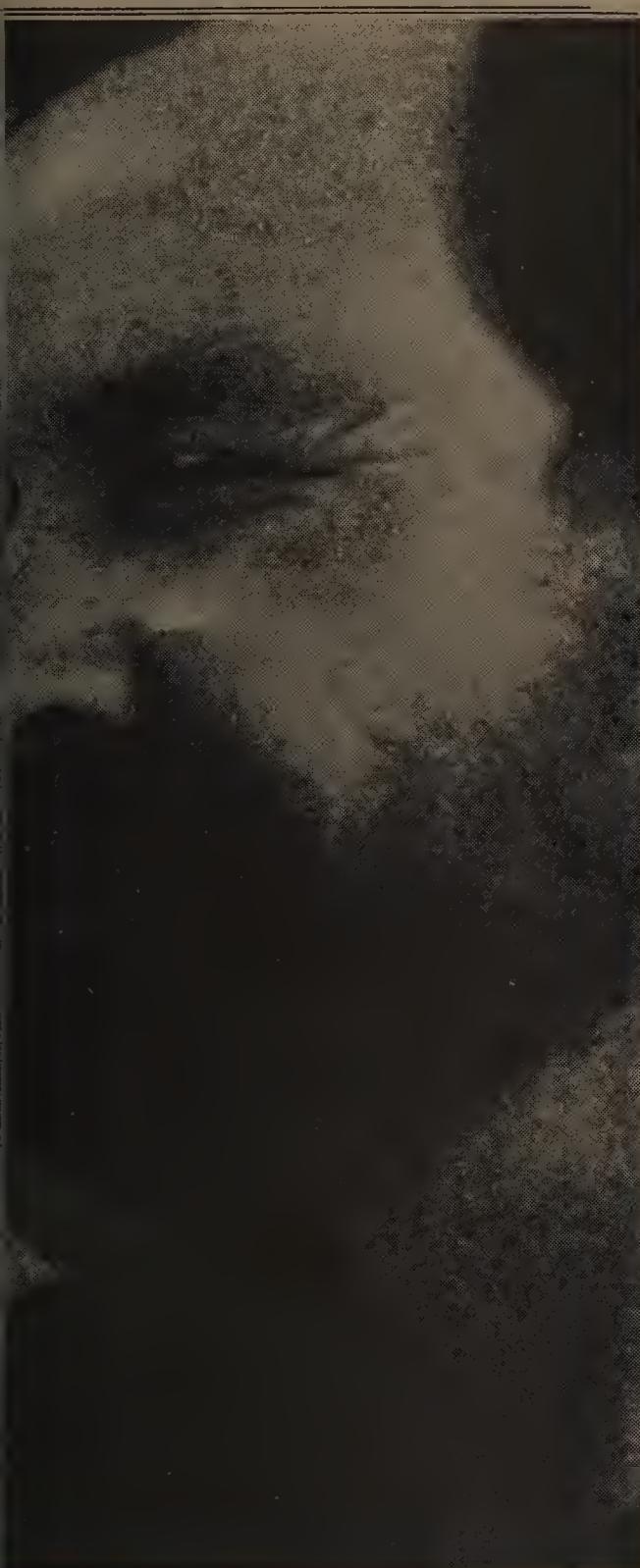


rally — cont'd

crew; the amount of time you motored, sailed, and stopped; and outline your cruising plans for the following six months.

Having done that, Gil or Karen Oyanguren, owners of Papi's and net control for Cabo San Lucas, will present the skipper with a Some Like It Hot souvenir visor courtesy of *Latitude 34* and *Latitude 38*. Free. (Originally, we were going to award Some Like It Hot t-shirts, but the variety of sizes makes it prohibitively complicated.)

The first mate is not forgotten. She — or
cont'd center of next sightings page



LATITUDE/SARAH

plastic sextants — cont'd

choice for sailboat use. Look at it this way; if you're out there bouncing around on a little boat, you need all the help you can get!

Mr. Casebeer's insistence that metal sextants are for navigators trying to protect his "vanity and prestige", and that the "prestige-laden" sextants are best used on ships, just doesn't cut it. I use equipment on board that is the best value for money. The high price paid for a good piece of equipment is only paid once, but the plastic sextant won't seem like such a good deal when you're trying to epoxy a sight tube holder or Marine-Tex the mirror back in place when you're in Tonga!

I would like to wish Mr. Casebeer the best of luck with his navigation school. I would suggest that every yachtsman who goes voyaging learn how to use the sextant. Even if they don't learn how to work out a three-point fix, at least learn how to take a basic noon sight and Polaris, so they can at least run down the proper latitude. I am surprised how many people go offshore using just SatNav and/or Loran. These are surely great navigational aids, but ask yourself this one question: how will I find out where I am if my batteries go dead?

Yep, I went out and got me a Plath sextant as soon as I could afford one. You only need one per lifetime — unless you give it the float test.

— jim leech, neil prude sails, sausalito

to whom it may concern: it was joe huddy who probably saved your life

It didn't look right. A 15 to 20 foot boat with the main luffing, the stern hatch up where the outboard might be, and no sign of anybody onboard.

That was the sight Joe Huddy of the Vallejo YC saw as he was racing his Newport 27 singlehanded from the Vallejo YC to the San Pablo YC on September 12. At the time he was about halfway between the Richmond-San Rafael Bridge and the channel to the Richmond Inner Harbor.

Despite the fact that Huddy was racing, the situation on the other boat looked too suspicious to ignore. So he circled the boat to make sure everything was allright. It wasn't; there was nobody aboard.

Huddy figured the current would carry a person in the water more swiftly than the boat, so he started to circle back toward the Richmond Bridge. About a 1/4-mile away from the boat he heard a noise and then spotted a yellow coat in the water. Huddy luffed his boat's sails near the person in the water, who was able to grab the transom.

The man in the water appeared to be fully-clothed, with a down jacket under the yellow slicker. He was without a lifejacket.

Huddy and the man in the water grabbed each other's arms in an attempt to pull the man aboard. They couldn't do it, however, partly because a pinched nerve in Huddy's left arm leaves it with little strength.

The man asked Huddy if he had a ladder. Huddy didn't. He did have line and would have got some but the man in the water was literally hanging on for dear life and wouldn't release his grip. It was a precarious situation, because the current was now pushing Huddy's boat down on the man, making it even harder to hang on.

With the situation not getting any better, it occurred to Huddy that the man would die in his arms. But suddenly three small sailboats — Huddy thinks maybe they were Flying Dutchmen — appeared. Even with the help of the three additional sailors, they were still unable to get the stricken man aboard Huddy's boat. Because of the lower freeboard, they were finally able to get him aboard one of the smaller boats that then rushed him to the Richmond YC.

Huddy went to tow the rescued man's boat in but managed to get a line caught in the prop of his Newport. When one of the small boat sailors offered to tow the other boat in, Huddy sailed on to the San Pablo YC.

Obviously an interested party, Huddy had someone drive him to the Richmond YC. There he learned that two of the rescuers had already gone

cont'd on next sightings page

to whom it may concern — cont'd

home. The third reported that the Richmond YC was going to call an ambulance for the rescued man, but he wouldn't hear of it. After a couple of cups of coffee, a hot shower and some rest, he got back in his boat and sailed home. This time with his lifejacket on.

"There but for the grace of God and the concern of Joe Huddy went a deceased skipper," says Dennis Scherzinger of the Vallejo YC who related the story of this averted tragedy.

Nice going, Joe.

the yacht club women's auxiliary?

Hell no! We'd bet the women below could sail circles around 99 percent of the sailors, male or female, on the Bay. Anne Gardner Nelson, right, is quite

cont'd on next sightings page

"some like it hot"

he — will receive one scoop of her favorite ice cream, free, courtesy of Gil and Karen.

By signing up for the rally, you'll be eligible to win one of three handheld VHF radios — and other prizes — that will be awarded on the last day of November, December and January. What's the criteria for winning? That's a closely-guarded secret in order to keep the rally from taking on a competitive quality.

There may be other activities associated with the Rally. Gil and Karen report that several restaurants in Cabo are interested in hosting Some Like It Hot get-togethers with



rally - cont'd

drinks and dinners at special discount rates. We and Papi's will keep you posted.

The purpose of the Some Like It Hot rally? Nothing more than to welcome cruisers to Mexico and to try to help cruisers keep a loose track of their friends on other boats.

Keeping track can be more difficult than you think. Last season 504(!) recreational yachts, from *Amistad* of Vancouver to *Zanadu*, checked with Gil and Karen on the net.

A couple of notices on Cabo:

✓ Gil and Karen run the Cabo net starting cont'd center of next sightings page



LORI RAFFERTY

women's auxiliary - cont'd

possibly the best offshore woman sailor in the country, as well as one of the top female windsurfers. She's put together two all-women SORC campaigns ('81, '82) and has sailed with her husband, designer Bruce Nelson, in just



USYRU women's week offshore clinic fleet.

about every grand prix regatta in the country. Katherine Neville Kipp, one of the outstanding woman racers on the Bay, is on Nelson's left.

Why are they smiling? The reason is that the duo just put on the highly successful USYRU Women's Week Offshore clinic held October 12-18 out of San Francisco YC. Nelson, of San Diego, ran the event, which featured lectures by the likes of Tom Blackaller as well as on-the-water instruction in four J/29s. Kipp helped coordinate the event.

Nelson has put on four of these USYRU-sponsored offshore clinics for women. This latest "nautical bootcamp" was attended by 22 women, some from as far away as Connecticut. "It's a great way to share knowledge, to learn, and help ourselves and other women create our own racing opportunities," claimed participant Lori Rafferty.

"Ultimately, the purpose of the clinics is to get more women out on the water racing," said Nelson. We think that's a great idea!

sea life hitch-hiked on ancient ships

Back in the days of iron men and wooden ships, they left behind more than broken hearts when they left port.

Thanks to an experiment involving the *Golden Hinde*, now visiting the Bay Area, scientists believe tiny sea critters moved from port to port on the bottoms of old ships. That explains why the same species of worms, shrimp, clams and barnacles are found in all seaports, according to James Carleton, University of Oregon biologist.

"We think of the ocean as being too vast for man to alter," he said. "But starting in the 16th Century, people rearranged the distribution of thousands of species of marine organisms."

The experiment on the *Golden Hinde* involves 6-by-6-inch pieces of plywood attached to the rudder. The rest of the hull is covered with normal bottom paint to keep marine growth from forming, but the squares, like ancient ships, are bare wood. When the *Golden Hinde* gets to port, a diver replaces the squares with fresh ones. The sea life that has accumulated on the old squares is counted and studied.

"The results have been quite astounding," Carleton said. "So far we've found 40 marine invertebrates. This has never been studied before," although scientists have held several theories on why harbor life is so similar around the world.

The *Golden Hinde* is perfect for the study because it is slow-moving, made of wood, has a gentle motion at sea, and spends weeks in port at a time, all

cont'd on next sightings page

sea life - cont'd

similar to ancient ships. Modern ships travel too fast and spend too little time in port to carry marine life. Besides, modern bottom paint keeps the sea life away.

As part of a four-year voyage, the *Golden Hinde* appeared at Expo '86 in Vancouver. She visited Newport, Oregon, Coos Bay and Humboldt Bay before arriving in San Francisco Bay in September. The ship will be in Sacramento until November 24, Redwood City until December 14 and Sausalito until December 28.

The *Golden Hinde* is a full-scale replica of Sir Francis Drake's privateering galleon. The 120-foot ship was built in Great Britain to commemorate the 400th anniversary of Drake's claiming California for Queen Elizabeth I in 1579. It appeared in the TV mini-series *Shogun* with Richard Chamberlain.

barbara's rudder missing - again

When Bob Klemmedson bought *Barbara*, a 1932 60-foot Alden schooner, his wife refused to sail beyond the Golden Gate Bridge. Since the boat lost her steering on the Bay in September, she now refuses to sail past Alcatraz Island.

At least this time the rudder didn't fall off. When Klemmedson found the boat in disrepair at Red Rock Marina five years ago he sent a diver down to check out the hull. "The diver said the hull was okay but the rudder was gone," Klemmedson said. "I told him to go back down and poke around the mud. Sure enough, he found it where it had fallen off and we put it back on."

Klemmedson wasn't really in the market for a 23-ton wood boat, especially considering that he had never owned a boat before. But when he saw *Barbara*, "my curiosity got the best of me." But he found the purchase price was "just the beginning," as repairs and renovations mounted. "Fortunately woodworking is my hobby."

The boat's been refinished inside and out. About a quarter of the teak deck has been replaced and she has new spars and rigging. *Barbara* has done well in the Master Mariners Regatta. Last year's race was held in stiff wind, which was perfect for the heavier boats. *Barbara*, which Klemmedson says is "built like an icebreaker", finished first in the Marconi I division.



Bob and 'Barbara' with some planks missing.

"We just ploughed through them," he said. "We passed everybody in the fleet and just had a ball."

During the Big Boat Series Klemmedson took his wife and some friends out to watch the maxi sled action. Suddenly there was no response at the helm. "I had never steered just by using the sails, but I learned pretty quick,"

cont'd on next sightings page

"some like it hot"

each morning at 0800 on Channel 22. They also monitor 22 all day and "want everyone to feel free to call us whenever they need help or questions answered".

✓ Papi's Deli will hold mail for cruisers. Have yours sent to: Papi's Deli, (your boat's name), Calle Hidalgo y Zapata, Cabo San Lucas, B.C.S. Mexico. Papi's also takes mail to San Diego every week, and they'll be happy to mail your letters from the States. So remember to bring U.S. stamps.

It's possible to have mail sent to the Port Captain's office, but it's a longer walk and they won't forward mail.

✓ Gil makes propane runs once a week, usually on Fridays, to San Jose del Cabo, the nearest source.

✓ The large number of boats in Cabo San Lucas have overwhelmed the VHF channels, so the Port Captain and Walt Polaris are changing the designated use of the channels. Both the fire department and the Anikan hospital will have their own channels. The new list of channels will be available at Papi's Deli as soon as it is completed.

✓ Cabo is a frontier town, so hospital facilities are very limited. Karen recommends the Anikan hospital, which is run by nuns, for emergency care. An operating room is currently under construction, but needs donations for completion. 'Air-Evac' service is also available with life-saving equipment.

✓ Karen continues: "The doctor Marc Hightower mentioned so highly (a-hum!) with slanderous remarks in *Mexican Medical Adventures*, is, I know for a fact, the best doctor in Cabo. He goes out of his way to help yachties and he also makes 'boat calls'."

There is an excellent military hospital in La Paz, a two-hour drive. "I was recently there for four days," reports the pregnant Karen, "and the care I received was fantastic." Foreigners are welcome, doctors are ex-

a quick skip home

Skip Allan, well-known offshore racer and delivery skipper, is back in his homeport of Santa Cruz after cruising his 28-ft custom Hawkfarm *Wildflower* to the Marquesas, Hawaii and back home. He made the last two passages single-handed.

It was a cruise, but Allan couldn't help keeping track of his time. "It took 15 days and 19 hours from Hilo. That's fairly fast for 2,000 miles," Allan said. He left Santa Cruz April 4 "to see some of the places I never got to race to". He got back October 15, after a surprisingly pleasant crossing from Hilo. He tells us a boat that left 10 days before him

rally — cont'd

cellent, and you need not be a member of the military to receive treatment.

✓ Don't forget fishing licenses. Last season Mexican officials boarded American vessels and checked papers and searched boats. If you have fishing gear onboard, you need a license for each adult. You'll be fined if you don't have them!

✓ Pet owners are reminded that Mexico gets very warm, even in the winter. Karen's often seen furry animals, like malamutes, suffer in the heat, so you may want to think twice about bringing certain dogs.

Karen recommends bringing plenty of dog food with you. American pet food is available, but it's very expensive. Mexican brand pet food is less expensive, but the vet in Cabo advises against feeding it to American pets.

✓ Cruisers are asked please not forget the 'Toys 4 Cabo's Tots' program. Reports Karen: "I guess that 90 percent of the toys collected at Papi's were from yachties. Thank you for being so generous. The volunteer fire department donated the use of their old truck, with money for gas paid by yachties. Toys were piled on the truck with Santa (yes, it was Gil) riding on the back. Watching the truck carry Santa through Cabo was heart-warming as well as heart-breaking. As they drove through the needy sections of Cabo, the children appeared by the hundreds. Unfortunately, there were not enough toys to go around.

If cruisers would all bring toys with them, the drive could really be a success. Fifty-cent or \$1 toys from Pac'n Save are far better than expensive toys.

✓ "Thanks to everyone who brought a burgee to hang in Papi's," writes Karen. "We have room for lots more. Don't forget to put your name on your burgee!"

✓ See you all soon!

from hilo

had an absolutely awful crossing: "I got lucky; he didn't."

Allan's recent trip is just the latest in a long list of accomplishments. As a kid, he grew up sailing dinghies in Newport Harbor, as well as his family's bigger boats. When he was 22, he borrowed his dad's Cal 40 *Holiday Too* and won the 1967 TransPac. He's been a fixture on the grand prix circuit ever since.

We are reminded that Skip is one of the best in the business every time we consult our favorite resource book, "The Champagne Mumm Book of Ocean Racing". On

cont'd center of next sightings page

barbara's rudder — cont'd

he said, laughing. He maneuvered the boat behind a pier along the Cityfront to get out of the wind, then called for a tow back to the slip.

Barbara was hauled out at Rutherford's Boat Yard in Richmond where the rudder was found hanging loose, its pins broken free from the sternpost. Like most boat repairs, one job led to another. Klemmedson ultimately wound up replacing several planks, the prop shaft housing and a few other things.

"I haven't gone offshore because I wasn't sure of the keel bolts," he said. "Now that I've tightened them, I may take it to Mexico this year."

Barbara was built by Harold Fish in Alameda, near the Park Street Bridge, and finished at Stone Boat Yard nearby. She is 52 feet on deck, has a beam of 12 feet, six inches, and draws 8-foot-6.

partying in the pacific high

Monterey's Bruce Graham, a 28-year-old professional delivery skipper, has done over 100,000 paid miles and a dozen or so Pacific crossings. He's been to just about every watery place in the Northern Hemisphere and done just about everything you can do on boats.

One of the few things left on his personal checklist was to host a "Pacific High Party", which is something of a ritual among hardcore delivery skippers. Not that it's a new idea: over a century ago, whaling ships would heave-to next to each other out in the middle of nowhere. They'd inflate their Avons, ferry the crews back and forth, and generally hold an all-day getdown which they called a "gam". These social events — despite a dismal male/female ratio — were always high points in their two or three year whal-



'Allure', passing Diamond Head, almost never made it home.

ing voyages. The crews invariably would get drunk as skunks while trading stories, old *Playboys*, VCR tapes, and Grateful Dead bootleg cassettes.

The quintessential modern-day gam is the Pacific High Party. These gatherings — some of which have achieved legendary status on the delivery circuit — usually involve two or three boats on their way back from Hawaii.

cont'd on next sightings page

partying — cont'd

The best parties, we are told, occur when it's so flat that the boats actually pull out fenders and tie up to each other. As the raft-up twirls aimlessly around in circles, the crews crank up the tunes, open some cold ones, go swimming, or whatever else is proper to do at these affairs.

Graham finally got to have a High Party this summer. His description of it had us rolling on the office floor. He was delivering *Allure*, Chuck Jacobson's SC 50, back to Monterey after their class victory in the TransPac. Having leisurely cruised the Islands for a week, Graham headed for the mainland a few days behind the SC 50 *Mongoose* and the Express 37 *One Eyed Jack*, both of which were also heading for Monterey. The general plan, which they discussed every night on the "childrens' hour" (their radio network), was to come together in the High, which at the time had moved abnormally close to California.

Homer Lighthall, captain of *Mongoose*, pulled a no-show, but *Allure* and *One Eyed Jack* finally got together about two days — a little over 300 miles — from home. *Allure* actually snuck up behind *Jack* in the early morning and greeted them with a barrage of water balloons. With Monterey so close, neither crew felt like pulling over at the side of the road for their High Party, so they did the only logical thing.

With their autopilot steering the SC 50 at five knots toward the barn, Graham and his three crewmembers transferred to the smaller *Jack*, where delivery skipper Mark Chandler and his four-man crew entertained them royally. It was as flat as a pancake, perfect weather to catch some rays and watch the whales jump around them. They partied heartily for three or four hours, during which time *Allure* covered 15 miles by herself. It was a sight that cracked them all up, and they checked out the view from every angle.

One Eyed Jack was about half a mile in front of the crewless SC 50 and the party was progressing nicely when a light southerly suddenly filled in. *Allure*, with its mainsail up and a longer waterline, came charging up behind the Express at an alarming rate. Graham knew the boat had enough gas to get to Monterey all by itself if he didn't hop on it as it went past. ("Hello, Chuck? Uuhh, your boat will be there in a day and a half. Ummmm . . .")

In a tense scene, Chandler, with the *Jack*'s powerplant maxed out at 3500 rpm's, expertly got Graham back onto *Allure*. Had he not, the story might have ended quite differently. Bruce slowed the bigger sled down and retrieved his crew. After a parting volley of water balloons, *Allure* left *One Eyed Jack* gagging on their exhaust fumes, beating the smaller boat to the dock by six hours.

There's a moral lurking in this story, maybe something about the Big Prankster in the Sky. We certainly don't recommend that the average person attempt a moving Pacific High party with their boat. These guys are experienced professional sailors — who, come to think of it, probably won't try it again either.

new zealand's 120-foot gamble

The 120-ft boat that New Zealand's Michael Fay is building to race for the America's Cup makes a 12-meter yacht look about the size of a J/24 in comparison. Check out the photo at right. It's MONstrous.

Fay's boat will rival the old wooden J boats that contested the America's Cup before World War II. It will have a 21-ft draft and 25-ft beam. With lighter fiberglass construction, Dacron sails and stronger gear will add up to incredible boat speed and stress on the rig.

A wooden plug for the boat, designed by Bruce Farr, is being faired out in Martin Marina boat yard in Auckland, New Zealand, as shown in the photo at right.

But it may all be a futile effort. Fay's challenge to race for the Cup next summer off San Diego in boats 90 feet on the waterline, the largest allowed by the Cup's Deed, was still before the New York Supreme Court late in October. A decision was expected any day.

Fay is a millionaire banker whose fiberglass KZ-7 reached the semifinals

cont'd on next sightings page

quick skip

the cover is the legendary Holland 40 *Imp* — and, you guessed it, the bearded guy on the helm is Allan. He was the primary driver when *Imp* won top individual honors at the 1977 Admiral's Cup and, two years later,

you got a question?

In the October Letters we ran a small photograph of a 23-ft sailboat owned by Doug Chandler of Santa Rosa. Doug wondered if anybody knew what it was; his only clue was the on the title where it said, "CVB".



COURTESY MARTIN MARINA

home — cont'd

when she survived the tragic 1979 Fastnet Race. More recently, Allan navigated *Crazy Horse* to overall honors in the '86 Kenwood Cup.

our readers can answer it

According to George Trusk of Mercer Island, the name on the title was actually "Cub", for the boat in the photograph is an Olympic Cub designed in the early 50's by Bill Nightengale. The designer built about 30

cont'd center of next sightings page

new zealand — cont'd

against Dennis Conner's *Stars & Stripes*. He claims his July challenge follows the letter of the Deed, which says a country can name the type of boat to be used and give 10 months' notice. The San Diego YC, which won the cup back from the Aussies in Fremantle early this year, says the traditional way is for the defending club to pick the boat and time. San Diego plans to defend the cup in 12-meter sloops in the summer of 1991.

While the court makes up its mind, Fay has a crew of 30 men working a two-shift, seven-day-a-week schedule to have the boat ready to launch in late February.

sharing the basics

As anybody who has ever been to rural Mexico — by land or boat — knows, our friends to the south have a somewhat lower standard of living.

cont'd on next sightings page



sharing the basics — cont'd

This translates to a lot of things, perhaps the most unfortunate of which is poor health care. "Marginal health for marginal people," is the way one wry person put it. But it's more tragic than humorous when you consider that hundreds of children die needlessly from dehydration; adults from easily



COURTESY MAR DE JADE

Typical treatment at the Mar de Jade clinic.

diagnosed and treated conditions. Yet that's reality in Mexico.

Some folks are doing their small part to try to alleviate the situation. The good news is that yachties, especially those heading to Mexico this winter, can help a lot by doing just a little.

Four years ago, Mexican-born Laura del Valle, M.D. of the University of California School of Medicine, and several other physicians started the Mar de Jade program at Bahia Chacala, Nayarit, Mexico.

(Many Mexican vets know Chacala as the rather isolated anchorage with a pier between San Blas and Puerto Vallarta. As the *ChartGuide West* says, "Ensenada de Chacala provides excellent anchorage in 3 fathoms off the beach . . . protected in all but south-southwest winds.")

Explaining the entire scope of the Mar de Jade program is difficult because it's so broad and wildly diverse. The primary concern, however, is to bring basic health care to this part of rural Mexico and to help the population become as medically self-sufficient as possible. To that end Dr. del Valle, volunteer doctors, and volunteer lay people have been setting up basic health programs from October to February of each year.

They don't operate with big grants or funds. Typical of the endeavor, in the middle of last month Dr. del Valle was loading down an old Toyota pickup with all the medical gear it could carry for the drive to Chacala. Her husband, Richard Scherer, a musician, and her two-year-old daughter, Anjelica, wouldn't be joining her until later on.

What doctor del Valle and the people of the Chacala area could use are the following things and services:

- ✓ People with boats willing to carry some gear down to Chacala. There was simply no room in her truck, for example, for a surgical lamp that had been donated.
- ✓ Need people willing to donate or carry clothes down to Chacala. What we Americans commonly throw away as junk would often be treasured by the people of rural Mexico. Pants, shirts, shoes — especially clothes for children. The clothes are then either sold or given away to the very poor. What small profits are made by selling these go to buying badly-needed medicines.

cont'd on next sightings page

you've got a

of them at the Olympic Boat Works in Seattle. Trusk turns out to know a lot about Cubs:

"The boat was well-suited to the waters of Puget Sound and the San Juan Islands. Canadians liked it, got plans, and homebuilt about 20 more. I believe the total built never exceeded 50.

"The boat was an excellent for one-design racing. The two major fleets were in Seattle at the Corinthian YC and in Victoria, B.C. at the Royal Victoria YC.

"I had Cub No. 23 from about 1964 to 1968. After I sold it I never saw it again. The Cubs up here have all but disappeared. I haven't seen one in Seattle in years; a few

tin-based

If you want to put bottom paint containing TBT on your boat, you've got until January 1. Starting that day restrictions take effect in California on the sale and use of anti-fouling bottom paints containing tributyltin (TBT). Paints will be permitted to release only small amounts of TBT per day, and it will be allowed only on aluminum boats and ones longer than 82.5 feet.

Paints containing TBT will still be on the shelves, but misuse of them will be punishable as a misdemeanor. You probably won't be asked what kind of boat you have when you buy the paint, but the restrictions may be posted on the can or in the store.

How could an enforcement officer find out if your boat has TBT paint on it? In France, where TBT paint is outlawed, they use a neon wand that detects the compound. It reportedly works in or out of the water.

TBT is controversial. Environmentalists have blamed TBT for causing deformities in shellfish found in harbors. A study last summer found a snail with three eyes in Monterey Bay and deformed oysters in Moreau Bay, all attributed to TBT. Some foreign countries have banned it.

TBT is effective in keeping marine growth off boats because it is extremely toxic, even in tiny concentrations. It is found in a lot of

audi to

The Southern Ocean Racing Conference (SORC) Regatta Series recently announced some significant changes, probably the most startling of which was accepting sponsorship from Audi of America, Inc. Other changes include: keeping the regatta a month later than usual (like last year, when the Circuit was moved back to accommodate the

question — cont'd

can still be found in Victoria.

"The hulls and rigs on all the Cubs were identical. For power they used either inboard or outboard drive. Inboards were Coventry's with folding props. Outboards were on stern brackets. The latter carried dummy folding props in the skeg."

"For technical details on the boat, write Peter Townshend, 2701 Seaview Road, Victoria, B.C. V8N 1K7. He built a Cub named Foxy and has maintained a strong interest in the boat."

We've sent George a nice Roving Reporter T-shirt and are now looking for additional 'stumpers' for our readers to solve.

bottom paint outlawed

bottom paints, usually combined with copper. Common paints containing TBT include Z-Spar Colortox, Interlux Trilux, Woolsey Lumalast, Micron 33 and 44, Petit Unepoxy Super Slick and others.

Tim Kelbert, assistant buyer for West Marine Products in Santa Cruz, said some new non-TBT paints are coming out. "But nobody's saying what they are," he said. A new "co-polymer" coating releases copper slowly and reportedly is nearly as effective as TBT paint.

Assembly Bill 637 by Dan Hauser, Democrat of Arcata, was signed into law by Governor Deukmejian September 11. In addition to aluminum boats and ones longer than 25 meters (82.5 feet), the slow-release TBT paint is allowed on outboards and lower drive units. Aluminum boats are excepted from the ban because copper paints can cause aluminum to corrode.

On October 1 the federal Environmental Protection Agency proposed similar restrictions on TBT bottom paint. The restrictions may become effective after a 90-day period for public comment.

There are also several anti-TBT bills pending in Congress which would apply restrictions similar to California's nationwide.

sponsor sorc

America's Cup), allowing fully-sponsored, fully professional boats (for an entry fee of a mere \$5,000, not the regular \$500), weighting the races differently, and having two triangles (which will count as one) to kick the regatta off in St. Petersburg.

But apparently these changes are too little,

cont'd center of next sightings page

sharing the basics — cont'd

✓ A VHF radio and a ham radio — and someone to wire them up. The VHF is for communication with yachties at anchor in the bay. The ham radio is to help volunteer physicians and lay people stay in contact with relatives, practices and friends in the United States.

✓ Medical equipment, which can be old as long as it's operational. Things like pulmo-aid machines, blood pressure kits, a fetoscope, height and weight scales, typewriters, plastic models of anatomical parts, and any kind of basic medical supplies such as rubber gloves, bandages, cervical scrapers, tongue depressors, surgical tape, etc. What Dr. del Valle would dearly like to have is a Spectrophotometer; either a Coleman Model 35 or a Spectronic 20-28 or a Bausch & Lomb. The machine is critical because it allows blood analysis for things like glucose, urea, creatinine, uric acid, total proteins, albumin, direct and total bilirubin, to name a few.

The truth is that Mar de Jade can use just about anything. Heck, until they showed up there simply was no place within hours to get an x-ray for a broken bone, tuberculosis, etc. If you've got something they can use or can deliver some with your boat, won't you give Richard Scherer a call at (415) 992-4260 or Nancy Scotton at (415) 346-6051?

Your initial reaction might be to visualize this as a grim mission that's incompatible with your long-anticipated and well-deserved cruise. Maybe; but then maybe not. Dr. del Valle isn't the least bit grim. She's very happy, very enthusiastic, and very hyper. She's clearly looking on the bright side of life; not mourning over what could have been but anticipating the pain they'll be able to alleviate and the early deaths they'll be able to prevent.

The Mar de Jade program stands ready to repay — as best they can — yachties who help. They've got showers and intensive Spanish classes available, and are perfectly willing to offer their medical expertise to yachties. In the past, for example, they've treated yachties suffering from maladies ranging from scorpion bites to severe *tourista*.

If you're already down in Mexico and thus don't have any clothes to give away or goods you can deliver, think about stopping by anyway. Maybe you can lend a hand constructing some of the adobe facilities or assisting on some simple engineering projects. It may sound like work now, but after weeks of taking it easy and socializing, it's surprising how many Americans find themselves dying to pitch in and help with some worthwhile project. If you're one of these type of people, put Chacala on your itinerary; we've got a feeling you'll be delighted you did.

french builder a centerboard believer

"The French are crazy for centerboards," said Bernard Souchard, lounging in the wood-lined cabin of his latest project, the 45-ft aluminum *Passion*.

He's talking about flat-bottomed boats with internal ballast, not the stub-keel versions with weighted boards that we're used to. Boats like Bernard's will sit flat on the beach. *Passion's* bottom is of 7/16-inch stock, so it will take a brutal pounding on a reef, too.

Passion has a daggerboard in front of the rudder, which acts as a skeg. Upwind, the back board is up and the aerodynamic, elliptical centerboard is down. On a spinnaker run, the centerboard is up and the back board is down. Instead of "tripping" on the keel and broaching, like regular keel boats, *Passion* will pivot on her back board and slide over the waves away from wind shifts, keeping the chute full and the boat level.

"You cannot broach the boat," said Bernard, from his temporary berth at San Francisco YC in Tiburon. "With heavy wind downwind it is easy to drive. It steers with two fingers on the tiller. Instead of broaching, the spinnaker blows out."

According to Bernard, Frenchmen are crazy for cold weather as well as centerboards. Instead of the sandy beaches, palm trees and hula skirts that most cruisers dream of, Bernard and partner Monique Brochet have cruised the ice floes of Alaska and Spitzbergen, not far from the Arctic Circle.

To build a boat strong and warm enough for their Arctic forays, Bernard

cont'd on next sightings page

SIGHTINGS

french builder – cont'd

and Monique started in 1984 with a Chantiers Garcia hull and lined it with three inches of foam insulation. After completing the boat in their native Brest, on the Brittany coast, their shakedown cruise was to Spitzbergen, at 80 degrees N. latitude, north of Norway and 600 miles from the North Pole. They found it "wild and wonderful."

That was in the summer of '85. The following February they left France for the Caribbean, went through the Panama Canal to Hawaii and, given the option of staying in the tropics, decided to spend the winter in Seward, Alaska.

With their diesel heater, they were plenty warm inside, despite 20-below-zero temperatures outside. They loved Alaska. "We never had a chance to get bored," Bernard said. "Monique taught French classes, we went skiing and ice fishing. The town had a recreation center with racquetball, movies and a library. There was always a chance to make parties up there. We were in Seattle for a month and got bored."

The boat has 5 tons of ballast, concentrated toward the ends to give an easy motion at sea. The centerboard swings on a nylon pin, on the theory that in a collision it is better to have the pin flex, or even break, than damage the hull. The boat draws less than 3½ feet with the board up; 8-foot-3 with it down.

The 14-foot beam adds initial stability. Bernard says the boat will fail to right itself after tipping 120 degrees, only a few degrees less than most keel boats. He feels the slight sacrifice in righting stability is more than made up for by *Passion's* resistance to broaching and bottom strength. Heavy storage is in the shallow bilge, bringing the center of gravity to about three inches above the waterline.

"In France, most new cruising boats are aluminum centerboarders," he said. "It is hard to find a keel boat." *Passion's* hull is as fair as a fiberglass one, with nearly invisible welds. The aluminum is bare — only the bottom is painted.



Bernard and Monique on their 45-ft 'Passion'.

Bernard sold his first boat, *Gwalarn* in Alaska in October, 1983, and within a day was back in France to start building *Passion*. He has been trying to sell *Passion*, but has found the boat market somewhat slow on the West Coast. He's asking \$170,000. He says he may return to France to sell it and then build another boat — a bigger one this time.

And their next destination? Antarctica, of course.

audi to sponsor

too late to interest the key IOR groups. Supposedly, the maxi association — Jim Kilroy and his buddies — are boycotting the SORC in favor of holding their own regatta in the Virgin Islands about the same time. Strike one! Apparently, the 40 rater association will boycott also. They will be in Florida at the same time as the SORC, but only to hold their own championship regatta in the early spring. Strike two! And the one tonners, who don't have a class association *per se* are rumored to be less than interested in attending. Strike three!

But before we pitch a no-hitter against the SORC, we should point out that it's still considered the premiere grand prix showcase in the States — for a little longer at least. With much of the dwindling IOR population turning away from the SORC, the event seems destined to become an IMS regatta. Already, a large number of IMS boats are intending to come down from the Great Lakes, including the old 12 meter warhorse *Heritage*.

But as far as the IOR divisions in the SORC are concerned the horse may already be out of the barn. No one from the West Coast seems to be planning to go to the Cir-

local uk loft

Turn out the lights, the party's over. On Friday afternoon, October 9, UK Sails head honcho Dee Smith told his employees to go home early — and don't come back. Smith's seven-year-old Oakland sail loft — which began life as Horizon Sails, spent its midlife as Ulmer-Kolius Sails, and its last months as UK Sails (after partner John Kolius left the organization) — has shut its doors.

"I couldn't justify keeping the loft open," said Smith. "Like most people in this business, we were on the edge the whole time. Lately, with the market shrinking, we just didn't have the volume to continue." With winter — sailmaking's slow season — looming, Smith decided to quietly close his shop. While he unwinds his loft's obligations, Smith is concentrating on managing Yacht Systems, a rigging and boat maintenance concern he developed about a year ago. After that, he's not sure what the future holds: "I'm looking for a job, and am not

a proper

At *Latitude* we're always interested in getting press releases announcing events and activities of interest to sailors.

Most releases we've been getting have all the pertinent data; who, what, where, when,

sorc — cont'd

cuit this year. Let's face it, it's a long way to go to freeze your butt off while reaching around in the Gulf Stream — especially with MEXORC beckoning at the same time.

We expressed these concerns to Dick Jones, secretary of the SORC, when we bumped into him at the Masters Regatta at the St. Francis YC. He summed up the situation this way: "The SORC is very healthy; it's IOR that's not. It's outdesigned itself."

Jones went on to remind us that everything's cyclical. The SORC began in the 30's using a funky rule based on "the square root of a few vital measurements". The only safety requirements back then were lifejackets for everyone and one "electric torch" — what flashlights were called in the days of wooden boats and cotton sails. Then came the CCA rule, followed in 1971 by the IOR rule. "Things are shifting toward the IMS rule," allowed Jones, "Maybe that's what we need to get the Circuit back to what it was — good racing and lots of fun."

The 1988 Circuit will begin February 25 in St. Pete and end in Nassau on March 18. This should be an interesting year for the SORC, a series in transition.

out of business

limiting my search to the marine industry."

Former employees of the troubled loft — which had specialized in high-tech, lightweight "tape-drive" racing sails — are going their separate ways. Karen Weisiger now works for Nelson's Marine in Alameda, Brian Kellogg went back to North Sails, Malcolm Park is re-entering the world of high finance, and Ike Manchester was last seen working as a bartender. Howie Marion is contemplating opening his own loft, which may or may not be affiliated with UK Sails.

But for the moment, UK is out of business in the Bay Area. At last count there are still 14 UK outlets scattered around the U.S. and six more worldwide. The word on the grapevine is that the wolves are at the door of at least one more UK loft. And that's this month's edition of the Sailmaker Shuffle — our attempt to keep you current on the slam-bang, life-on-the-razor's-edge world of bigtime sailmaking.

release

etc.

Latitude comes out on the first of each month. The deadline for press releases is the 10th of the previous month. It's not a felony, however, to get press releases in earlier.

satellite tracking system changing sailing

Blind sailor Jim Dickson, alone in his 36-ft sloop *Eye Opener*, was in trouble. Four days into his TransAtlantic trip, Mother Nature had buffeted Dickson and his boat, knocking out his custom talking SatNav. Lost and tired, Dickson aborted his solo TransAtlantic bid and was guided to Bermuda, 350 miles away, by radio contact with supporters on the shore.

Jacques de Roux, a Frenchman sailing in the '82-'83 BOC singlehanded around-the-world race, was desperate. His 41 foot *Skoiren III* had pitchpoled in the barren, bone-chilling waters of the Southern Ocean, and he was sinking. Dismasted and with his radios saturated, he activated the emergency switch on his new, and at the time relatively unproven, "black box". After bailing for his life for three days, de Roux was rescued by a fellow competitor.

Dickson and de Roux were saved by a miracle of modern technology — a satellite tracking system called Argos. Introduced in 1979, Argos can locate and follow any platform — ocean racers, hazardous or high value cargo ships, airplanes, whales, your wife's car, you name it — that's equipped with the proper transmitting device. Two satellites receive the signals, which are then relayed to ground stations in France and the United States. In this brave new world of information gathering, the data is processed and distributed in split seconds.

Satellite tracking technology recently became more available in this country when a new organization called NACLS, Inc. (North American Collection & Location by Satellite) set up shop in Maryland. Their purpose is to provide commercial services, such as equipment rental and technical assistance, to Argos users.

Originally developed as a joint venture between the French Space Agency and our own NASA and NOAA agencies, the Argos system is now commercially available at surprisingly reasonable rates.

The ramifications of Argos — which derives its name from an all-seeing 100-eyed creature in Greek mythology — on the sport of yachting are profound. It was mandatory equipment in the latest Whitbread Round-the-World Race and BOC Challenge (the single-handed round-the-world race). The tracking system served a two-fold purpose in these risky globe-circling adventures: it made the races safer while simultaneously making the racing more accessible to the public. The press was able to deliver virtual jibe-by-jibe accounts of the race, and the increased media coverage presumably meant more exposure for the commercial sponsors.

Apparently, not all the competitors were thrilled to have Big Brother watching their every move. In the past, skippers were able to sandbag a little on their positions, not wanting to tip their hand if they'd found good currents or wind. In fact, a guy in the 1968 singlehanded round-the-world race almost pulled off the ultimate scam. Donald Crowhurst, an enigmatic and disturbed Englishman, fudged the entire circumnavigation and had the "race" in the bag — before he disappeared.

Now, with deadly accuracy, everyone knows where the fleet stands, and accordingly the race is fought as a daily dinghy race. Turning the system off would bring a huge penalty, and no one yet has figured out how to outsmart it, although the crew of Whitbread entry *Lion New Zealand* had a novel idea. They joked about putting the transmitter in their liferaft and towing it 40 miles behind them.

We don't know offhand of any other races besides the round-the-world races that require Argos transmitters. For that matter, we don't know of many boats that have the Argos system other than Steve Shidler's Multihull TransPac winner *Wind Warrior*. But now that they're available at increasingly reasonable prices (you can rent an Argos system for about \$70 a day, including the monitoring fee), we think they would be outstanding, both for safety and publicity, for the 1988 Singlehanded TransPac, the Pacific Cup to Hawaii, and the singlehanded Race For Life from San Diego to Hawaii.

We can think of a few marine insurance agents who would readily agree. Maybe an Argos system is something you should consider before taking off on that next blue-water sabbatical or your next TransPac.



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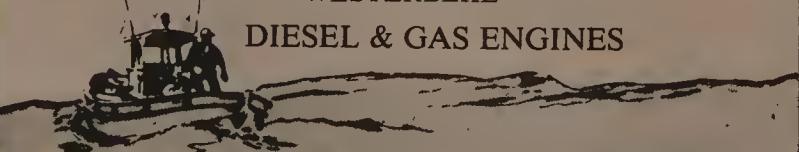
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NINTH ANNUAL MASTERS

Thousands of spectators eagerly lined the Cityfront at noon on Saturday, jockeying for the best seats on the breakwalls and docks. Oblivious to the growing crowd, 14 veteran skippers, all over 55 years of age, and their 45-plus year-old crews, hung out



LATITUDE/SARAH

Four-time Masters champ Alan Clarke, 69 years young. After a career as a bar pilot, he knows his way around the Bay.

on the St. Francis YC docks, calmly preparing their borrowed J/24s for the busy four-race, two-day invitational.

We'd like to report that the October 10 audience was assembled to pay their respects to these competitors — some of yacht racing's grand old men — but the screeching engines of five F-18 Hornets quickly brought us back to reality. It was the Blue Angels, not the Ninth Annual Masters World Championship, that people had come to see.

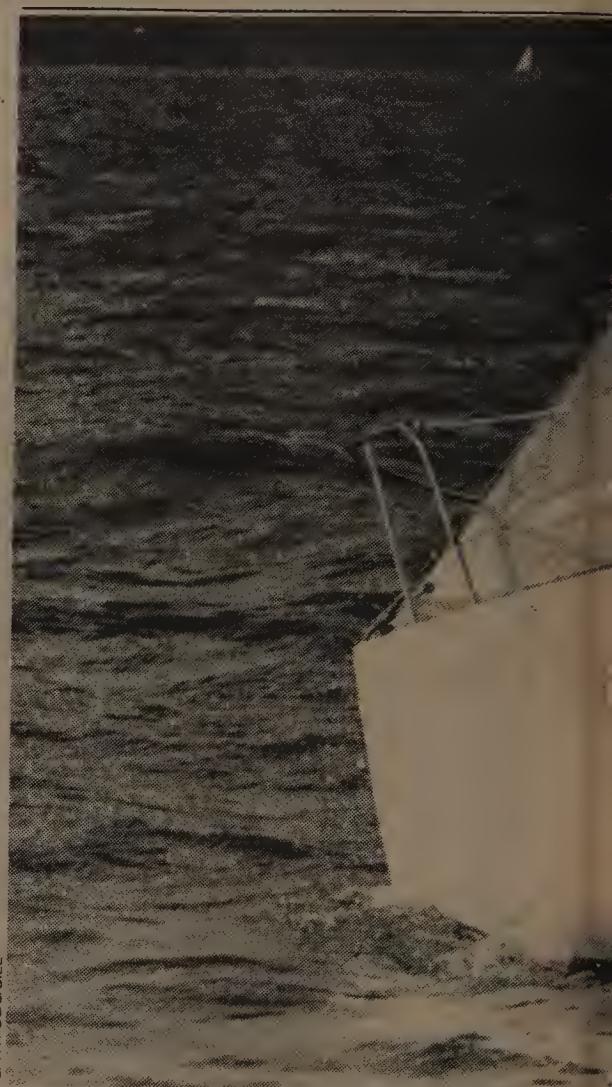
No matter. In fact, the airshow seemed like a fitting way to kick off the weekend festivities, for this was no run-of-the-mill J/24 regatta. The racing — which actually was pretty intense — merely provided the excuse for everyone to get together again. And they came from all points of the compass: Hawaii, New York, Seattle, Florida, Oklahoma and Southern California. The not-so-hidden agenda, of course, was the opportunity to renew old friendships and rivalries, and relive the glory days. It seemed more like an autumn college reunion — although the closest thing to a football game was the Phoney-Niner blowout on the Mens Grill big-screen TV. At least until the first gun.

The racing was billed as a rematch between three past winners: three-time champ Alan Clarke, a Mill Valley resident who "retired" from Masters competition after wins in '79, '80, and '82; two time winner ('85, '86) and defending champion Charley Dole from Hawaii; and his arch-rival Cy Gillette, also a past Masters winner ('81) from the Islands. Collectively, these three guys have hoarded all but two of the eight Masters championships to date, San Francisco YC's Roger Eldridge won in '83 and San Diego's Ash Brown won in '84, but neither were present to put it on the line this year.

Racing J/24's on the Cityfront is brutal enough on folks our age, which isn't all that young anymore. Considering that Clarke is a few months shy of 70, Dole is 72, and Gillette is 74, we figured the racing would be, well, gentlemanly at best. If it got windy, we expected the regatta would go to hell in a bucket, that we'd be dialing 911 or worse.

Wrong again. The first two races — short double windward-leeward courses in moderate air — quickly dispelled our doubts. These guys were hot! The starts were hairy (two general recalls in the first race), mark roundings were often overlapped, and crew-work was surprisingly good (at the leeward mark we saw some textbook last-second windward drops). As with any tight one-design fleet, there were collisions and protests.

The only damage was to the Golden Gate YC entry, *Celide*, under the command of



LATITUDE/BILL

left the buoy to starboard and then jibed immediately to the beach for relief from the ebb. Ted Munroe, an Etchells 22 sailor from



LATITUDE/ROB

Dockside crash-and-burn after windy Masters race on the Bay. Somebody get this guy a cocktail!

Spaulding 33 sailor Mike Schnapp. She was T-boned at the Crissy Field buoy in an unfortunate "loop-de-loop" deal where the fleet

Newport Beach, apparently got in a sandwich at the mark and couldn't avoid burying his bow into Schnapp's starboard side. "Right in the 50 yard line!" was how one of the Southern Californians described it.

WORLD CHAMPIONSHIP REGATTA



'Rhythm Method' displays the shape of upwind speed. Note Don Trask's new, if somewhat unorthodox, hiking technique.

At the end of the day, Clarke, a former Snipe sailor who is still actively employed as a San Francisco Bay harbor pilot, looked like he still had the old magic. Close behind Clarke, who had finishes of 1-2, was Gillette, who put together a 4-1 day. Third place was essentially a distant four way tie, although it rightfully belonged to artist and former sailmaker Jim DeWitt, who at 57 is the young pup in the league. DeWitt — no stranger to J/24's — opened with a 2nd, but fell to a 9th in the second race when his jib halyard parted early in the race. Unlike the majority of the fleet, DeWitt sailed light — four instead of the allowable five onboard — and this hurt his upwind speed each afternoon as the wind came up.

That evening, over drinks and dinner at the St. Francis, we had the privilege of meeting most of the skippers, all of whom had been invited because of their reputations as helmsmen and for their contributions to

the sport. The Masters Regatta was conceived nine years ago by Don Trask, who put together the early regattas with the help of Pat Crane and Len Delmas. There have never been entry fees or charter fees for the use of the J's, which were generously donated each year by the local fleet. As J/Boat dealer Trask put it, "These guys have already paid their dues. It's a way for us to give something back to them."

In the background, a piano player tickled the ivories. The wine and conversation flowed freely and the room was alive with the laughter of good friends. Old war stories were dredged up again and we listened eagerly to tales of early TransPacs and sailing during the Depression and the War. Carlos "Echie" Echeverria, the colorful head of sales for Sparkman and Stephens in New York, recalled winning a Dragon race in the '55 Olympics in Australia when it blew over 50 knots. A couple of skippers reminisced about the Star Worlds in Havana in '57, when a youngster named Lowell North won his first gold star. Castro closed Cuba two

years later.

Sunny Vynne from Seattle talked about the old Six Meter days. Lou Schowen and his crew from St. Petersburg, Florida, told of the early days of the SORC. We heard about blowing planks out of wooden Star hulls, how to care for cotton sails and a whole lot more. The Masters talked on, replaying their favorite races, describing mark roundings that happened 30 years ago like they were yesterday. It's amazing how vividly one can remember the more pleasant things in life.

In the after-dinner speeches, the group was introduced to the excellent piano player, Ernie Hays. It turned out that he's the stadium organist for the St. Louis Cardinal baseball team and had wandered by while in town for the playoffs. Classy entertainment.

Each skipper then was called upon to introduce his crew and say a few words. Alan Clarke's crew was greeted with cries of "ringers!" and good-natured boozing. This was a backhanded compliment to his hot crew — Don Trask, Bob Hall, Bruce Munroe, and 25-year-old boat owner Dave Willke (each boat was allowed one "young fart" — either the owner or his representative



Jim DeWitt and crew replace broken jib halyard. Maybe next year?

— to go along for the ride). Trask, an excellent J/24 sailor, will qualify to skipper a boat next year, a fact that isn't lost on these guys. "Let's move the age limit up to 70!" joked Clarke.

Cy Gillette, Dennis Connor's rule adviser in Perth and better known as "God" in the

NINTH ANNUAL MASTERS

Islands, claimed that he'd "prevail over Charley (Dole) even though I know he's been sneaking time in J/24's to practice for this!" Gillette and Dole, friendly competitors from way back, apparently take great pleasure in beating each other on the race course. Their friends describe Cy as "intense" and Charley as "laidback" — two totally different kinds of people, but equally talented sailors and tacticians (both are USYRU senior judges).

Gillette's crew also was greeted by a chorus of "boos" and cries of "Card 'em! Let's see their driver's licenses!" This was a compliment to Jim Lindsey and Bill Claussen, partners in the highly successful J/24 *Frick n' Frack*. Neither looks old enough to be over 45 and Claussen in particular looks a dozen years younger than his age. Claussen, who used to crew for Gillette in Stars 20 years ago in Hawaii, is credited

except for Echie, who's a 57-year-old dead-ringer for weatherman Willard Scott, these characters are all over 65. They see each

from work, but most of them still race — and often win — against younger sailors. It was funny to hear men like Carl Last, a 65-year-

MASTERS REGATTA

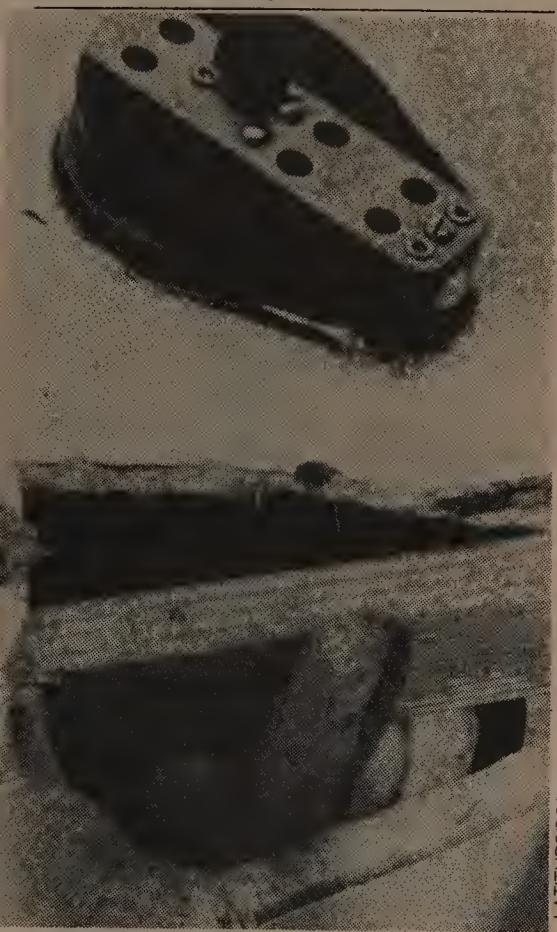
Place	Skipper	Yacht Club	Race 1	Race 2	Race 3	Race 4	Total Points
1	Alan Clarke	Richmond	1	2	3	1	6½
2	Cy Gillette	Kaneohe	4	1	2	3	9½
3	Jim DeWitt	Richmond	2	9	1	4	15½
4	Peter Peckham	San Diego	6	3	7	2	18
5	Henry Grandin	St. Francis	5	5	4	5	19
6	Reford Bond	Oklahoma	7	6	9	6	28
7	James 'Ted' Munroe	Newport Harbor	3	8	8	10	29
8	Leonard Delmas	St. Francis	8	10	5	9	32
9	Nicholas Mohar	Richmond	10	7	10	7	34
10	Charles Dole	Waikiki	11	4	13	8	36
11	Michael Schnapp	Golden Gate	13	DNF	6	11	45
12	Bill Taylor	Balboa	14	11	12	13	50
13	Carl Last	Bahia Corinthian	12	12	14	12	50
14	Lou Schow	St. Peters	9	DSQ	11	DNS	55

other once a year and were having too much fun to care about their less-than-stellar finishes. "We stunk!" laughed Charley, "Next year I think we're going to let Sunny drive."

The skippers' speeches often touched on their collective age, as if they couldn't believe they were sailing in what one called a "fossil regatta". These guys may be retired

old Soverel 33 owner from Newport Beach, claim, "Our owner's rep came down the dock this morning, took one look at our decrepit crew, and was never seen again!"

And so it went. With sailing as a common bond, the age barrier melted as we got to know these guys. We couldn't help but like and admire them — and wonder if we'll have what it takes to race J/24s on the



Damage at the 50-yard-line on 'Celide'.



with coaxing the globe-trotting rules expert to reappear at the Masters after a four year hiatus.

Dole, whose father started the pineapple empire that bears their name, and his friends — Echeverria, Vynne, and local Ed Perry — got a big hand. Dole's made every Masters Regatta to date, as have most of his crew. They epitomize the spirit of the event. Ex-

LATITUDE/BILL

WORLD CHAMPIONSHIP REGATTA

Cityfront when we're that age. The guys on Dole's boat — which sported the oldest average age — even claimed that *all* their parts still worked.

Sunday morning, after coffee and pastries, the battle resumed. DeWitt won the first race, a long double windward-leeward course. Gillette took a second while Clarke, who consistently had the best upwind speed, came in third. The rest of the Masters struggled in well behind the winners. Apparently some of the out-of-towners weren't issued tidebooks or hadn't been told about the Alcatraz Cone in an early flood.

The fleet came into the dock to eat their box lunches, compare bruises, and tell more stories. "These little boats are tough on us old geezers!" claimed 45-year-old "GIT" (geezer-in-training) Bruce Hayes, his tongue planted firmly in cheek. "If this regatta had dockside masseuses it would be perfect!" opined another battle-weary grey-haired gladiator.

The last race, a short triangle using Harding as the wing mark, took place in heavy air. Number 3 jibs finally came out of the bags for the short upwind leg to Crissy, and the Js got up on a plane on the reaching

legs. Clarke, who had a tenuous one-point lead over Gillette going into the finale, wrapped up the series with a bullet. Gillette



A touch of class: Cy Gillette, left, and Charley Dole from the Land of Aloha. Below: leeward mark action at Gas House Cove.



came in second for the regatta, followed by relative newcomer DeWitt in third. Further evidence, as one participant pointed out, that "old age and treachery will always overcome youth and skill".

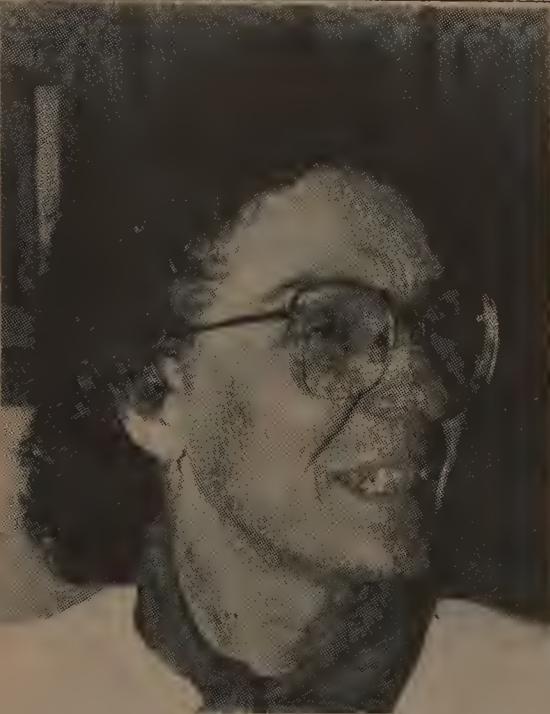
"I'm still not sure how we won," claimed four-time champion Clarke modestly, "I got some pretty lousy starts and basically felt pretty rusty!" Clarke — who grew up sailing his family's big boats (a 46-foot Q and later their well-known R-boat Ace) before switching to Snipes and Stars — turned the weekend into a family affair, bringing his wife Ann and two of their four kids along to cheer his borrowed boat, *Rhythm Method*, on to victory. At the champagne awards ceremony later, they watched proudly as the "old man" stepped into the winner's circle to accept the Masters trophy again.

The softspoken, popular winner made the obligatory thank-you's to the regatta hosts and introduced his winning crew one more time. Then Clarke addressed his fellow Masters — friends and acquaintances he's accumulated over a lifetime of regattas and good times: "For me, it's a great honor just to be here in your company. You are all gentlemen and sportsmen, and I salute you."

We couldn't have stated it more eloquently.

My second offshore sail was helping to deliver *Island Girl*, up the California coast from Dana Point (Orange County) to her new home port of Alameda.

Designed by Phillip Rhodes and built in Sausalito in 1958, *Island Girl* is a Bounty II,



Doris: "Oh my, what do I next October when Roger wants to take off for Mexico and Panama?"

the first large fiberglass production sailboat built in the United States. "Back when technology was new," said a fellow in Morro Bay, referring, I suppose, to her thick hull.

The sea-trial and survey had gone well in Southern California, so the next step for her new owner — and my main squeeze — Roger, was to get her to her new home in Alameda.

Not being the most sail-oriented person in the world, my enthusiasm for becoming part of the delivery crew was less than great. Furthermore, I'd already had a somewhat unpleasant experience on the water: my first offshore sail.

I'd 'gone along for the ride' during an attempt to take the 23-ft wooden yawl *Sea Hag* from Gas House Cove in San Francisco down the coast to Half Moon Bay.

On that particular trip, we'd sailed south into southerly winds for 7.5 hours, ultimately failing to make headway against the wind and seas coming around Point San Pedro. Giving up, we returned to the Bay with the wind at our back in less than half the time.

I think it's fair to say that it was rough. The proof is that the last hour of the trip included a Coast Guard escort until we were way inside the Gate. I sent my thanks to the powers-that-be for the Coast Guard escort — a sentiment not shared by my mates.

Although wet, cold and tired, they certainly didn't feel in need of being saved. Thus they were not happy when the Coast Guard



Roger constantly had to suck water mixed with fuel from the sediment bowl in order to keep the engine running.

helicopter made a couple of passes over us. And they were completely disgusted when a cutter came along our port side and wouldn't go away.

One would have thought that first trip would have made a lasting impression on me, seeing as it was not only unsuccessful, but rough, cold and miserable, too. Add to that the reaction of a nautically-inclined co-worker on the prospect of helping deliver a

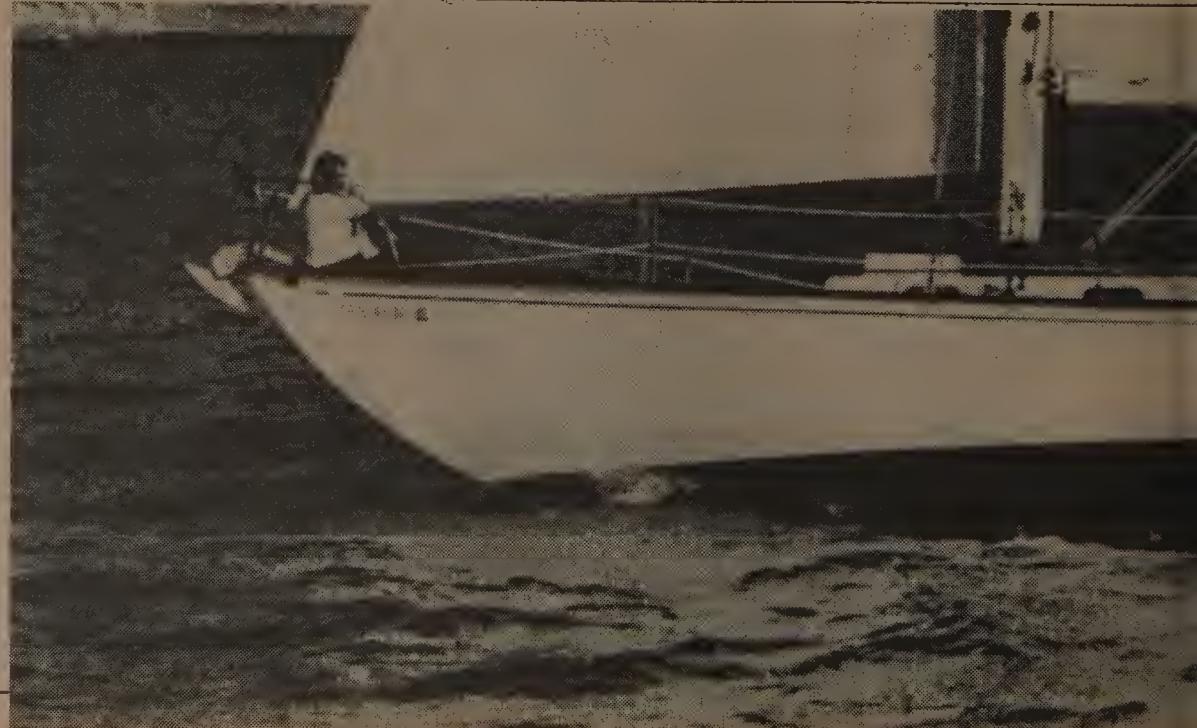
boat up the coast — "I don't know anyone that disturbed" — and you'd think any rational person would have made a different decision than did I.

But there were mitigating factors. A few years and a lot of warm summer days since my first offshore sail had lulled me into a state of complacency. Then there was Roger's increasing — and very vocal — yearning for the sea. In the end I decided to help with parts of the delivery, concluding that I should polish up on my courage and try to develop a little more enthusiasm for sailing.

A quick study of the charts indicated that three days should be enough for the trip. And Memorial Day weekend was coming up. But we decided to give ourselves an edge — you never know what can go wrong — and go down the weekend before to bring *Island Girl* up to Santa Barbara. That way we'd have nearly half of the trip completed before the three day weekend even started.

Four of us would make the first leg. The captain and owner, Roger. His co-worker Alan who, despite making a *Latitude 38* centerfold as part of a Catalina 30 dismasting, turned out to be an excellent and dependable crew. Herbie, a longtime buddy who encourages Roger in this foolishness. And myself.

Typical of yachtsmen, we travelled down to the boat in high style: Three of us crammed into the front seat of a pick-up, with Herbie opting to find a place to lie in back among a threatening avalanche of



sleeping bags, blankets, and piles of other gear we'd need for the trip.

Arriving very late on a Friday night, we immediately set sail. After the course was set and everything shipshape, Herbie took the helm while the rest of us tried to get some rest. Sleep usually comes easy to me, especially when being rocked. But not when rocked violently and trying to sleep in the forepeak. Since the captain and my time in the forepeak wasn't resulting in much sleep, we abandoned those efforts for a more interesting — and perhaps productive — activity.

So we were all wide awake when just five miles from Dana Point the oil pressure gauge suddenly went to zero and the warning buzzer sounded. Quickly the engine was shut down and the galley area, under which the engine resides, disassembled for access.

Oh woe! The lovely white bilges, which had been Roger's pride and joy, had been grossly fouled with black oil. It was splattered all over the inside of the walls of the engine compartment and dripping onto the carpet, too.

A blown oil filter bulkhead gasket. We couldn't find a proper replacement or substitute, so I found a piece of cardboard that was approximately the correct thickness. Rog cut it to fit and installed it. It promptly blew out, spraying more oil around.

Meanwhile, it had become daylight, the sun was out, and it was getting warm down below. With Rog sweating and me becoming

The Sausalito-built Bounty II's, designed by Phil Rhodes, were the first large production fiberglass boats. 'Island Girl' on the Bay.

queasy, I began opening the portholes to let some air in. While working on the port in the head, I noticed the toilet was not only full of water, but that the excess was splashing out onto the sole. What's more, the drain seemed to be plugged. Believing that most boat sinkings are due to faulty heads, I burst into the salon to announce the bad tidings.

Hot, sweaty, preoccupied with a lap full of oil engine parts, and otherwise distracted, Rog gave me the 'I just can't handle anything more right now' look and returned his attention to the oily mess. I don't think he even heard me.

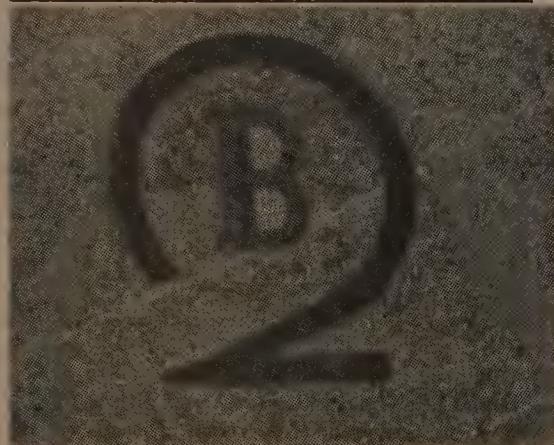
I turned my energy toward more positive thoughts and prayers that we wouldn't sink before the oil leak was fixed, then made myself available to help in whatever way I could. Actually I did quite well, finding a real gasket in a drawer. While not the proper size, it could be cut to fit. In a matter of minutes, the engine was back in action.

That problem solved, Rog wondered out loud why he was becoming wet and cold. It was no great mystery; he was sitting in the water that had overflowed from the toilet and run aft. This was an even easier problem to solve. He shut the seacock and that was that.

Things settled down for a while, until Rog checked Herbie's course. Herbie had taken the difference between the magnetic and true courses and subtracted rather than added. Or maybe added rather than subtracted, I'm not really sure. What I do know is that we were headed for Japan rather than up the

coast. Poor Herbie headed for a nap in his bunk while Rog plotted a new course.

Alan got through the evening shift without incident and Rog took the helm at 2300. It had been rough all day, and we were still taking lots of spray over the bow. So Rog



and I huddled together through the night, our backs to the wind and spray, the Autohelm keeping the boat on course. It was a beautiful night; clear, with lots of sparkling stars. All we had to do was watch for freighters and oil rigs. When Alan caught us hunched over on each other, dozing, he rousted Herbie from his warm bunk and relieved us.

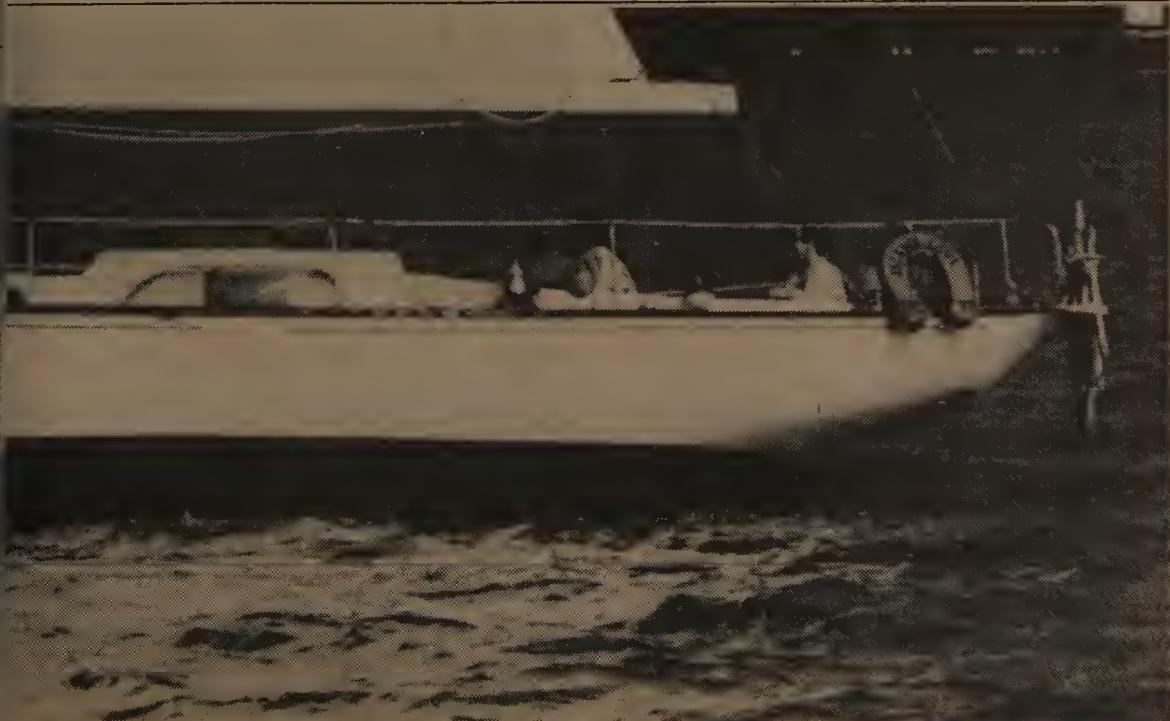
It wasn't until about noon that we approached Santa Barbara, but the fog was still thick. We were making six knots despite the fact we couldn't see anything, when we began hearing surf. Herbie was sent to the bow. We finally emerged from the fog coming in hot for the beach just 50 yards dead ahead. Fortunately *Island Girl* is quicker than most of the boats Rog has owned, so we avoided the beach and found the harbor.

I had entertained thoughts of dramatically kissing the ground when I got off the boat, but if you've seen what the Santa Barbara seagulls have done to it, you'll understand why I refrained.

The next weekend wasn't as successful as I'd hoped. The crew was Rog, Alan, another co-worker by the name of Colin, and a longtime friend and former roommate, Tony. Both Tony and Colin had Bay sailed with Rog a number of times. I was relegated to driving the chase car.

Rog and the crew were aware of Point Conception's reputation as the Cape Horn of the California coast. Local advice said the winds are mildest very early in the morning, so the crew left Santa Barbara at 0320 to hit Conception early. This was one case where local advice turned out to be excellent; Point Conception was mild compared to the rest of the trip.

By afternoon, Colin and Tony had become so seasick they asked Rog if he



would just come close enough to land so they could swim ashore. They were serious. Of course, this meant they were only mildly seasick. When you're *really* seasick, you only have one wish: to die as quickly as possible.

That night Alan was at the helm when some motion behind him caught his attention. He turned in time to see a big splash and notice that the nice little Evinrude, formerly mounted on the lifeline stanchion, was now gone and on its way to the bottom.

Eighteen hours out of Santa Barbara, *Island Girl* pulled into Avila Beach/Port San Luis so the two ailing crewmembers could be released. The two survivors, Rog and Alan, decided to spend the night in the harbor and get some rest. After taking on fuel and getting underway the next morning, the engine began acting up.

In the next 13 hours Rog and Alan would only cover the 15 miles to Morro Bay. Most of the time would be spent with the engine. Learning that water is not a good diesel additive. That clogged fuel lines are less than ideal.

Alan spent most of the time at the helm, braving the cold and spray while fighting off the seasickness that had already claimed two of the crew. Roger enjoyed the comparative warmth of the main cabin, although he constantly had to suck water mixed with fuel from the sediment bowl of the fuel filter in order to keep the engine running. Who had the better post depends on whether you're more partial to impending seasickness or sucking diesel.

I received a call that Sunday night to pick

When you're *really* seasick, you only have one wish: to die as quickly as possible.

them up. From Morro Bay, not Alameda.

The next weekend it was Rog, good old Herbie, and my nephew Allen as crew. I allowed myself — without complaint — to be relegated to chase car driver again. This leg got *Island Girl* to Monterey's Moss Landing with relative ease. Yes, the engine complained a few times, but never stopped. Rog

Since the first nine issues of Latitude 38 were published from *Bounty II*, #56, Flying Scud, we can't help but comment on this article.

*It was the summer of 1976 that we bought our *Bounty* in Long Beach. We started heading north very late on a Friday night*



'Maverick', a *Bounty II* yawl, careened in Costa Rica (above), and approaching Isla Isabella (right).

also. Our engine shut down a couple miles out of the harbor, too. As we rocked back and forth, a couple of the crew got sick. The carburetor was completely torn down and replaced. The engine ran for a while and died. We made Marina del Rey the next afternoon, tore the carburetor down again and replaced it again. The engine ran for a couple of hours before dying once more. We had some glorious sailing and some drifting on the way to Channel Islands Harbor, where we had to get off and leave the boat to the three-man delivery crew.

Rounding Pt. Conception in moderate weather, the old outboard slipped off the lifeline stanchion mount and sank to the bottom. Yep, it was an old Evinrude. We'd love to know how many are down there.

The main engine wasn't worth a damn for

and crew concluded that these were isolated incidents and therefore not serious.

The next weekend of what was originally scheduled as a three-day trip resulted in *Island Girl* getting from the berth to the fuel dock, but not an inch farther. In fact, she had to be pushed back to the berth by a friendly neighbor's Zodiac. Would we ever get her home?

Rog located a local amateur diesel mechanic who lived on a boat in the harbor.

that trip, so the crew sailed non-stop from Channel Islands to Sausalito. An experienced group, they knew a trip from Southern California to the Bay Area can take anywhere from three days to three weeks, depending on the weather. So when they saw they could make good miles to weather in 18 to 22 knots of wind, they didn't stop for anything. They also knew that it's often far more comfortable to sail to weather than it is to power into it. It took them about three days to complete the passage. It took several months for us to diagnose the engine problem, nothing more than a faulty ignition switch.

Our *Bounty II* was a terrific boat, gave us countless hours of pleasure, and turned out to be a hell of an investment.

While we owned our boat we often raced or cruised the Delta with Warren Stryker's Dulcinea. A couple of years later he sailed



his boat down the Pacific coast, through the Canal, and up to the Virgin Islands where he's living aboard her for about the 12th straight year. The Memorial Day week Roger

The two of them tore the engine down and found the problem: water in the injection pump causing rust.

Three weeks and \$1,000 later we were underway again. I rejoined the water-borne part of the crew, but the rest were new: Tony and John, both with offshore experience, and another woman, Linda.

Linda had checked out her local surplus store for sailing togs and come away with some jazzy sailor pants. You know the kind;

and crew brought Island Girl around Point Conception. Warren and his crew were imping out a Virgin Islands fleet — including a Swan 59 boat for boat — in the St. Croix to St. Thomas Race.

Impressed by the Bounty II's Warren and we owned, Max Zenobi flew to Florida, bought a Bounty II, and trucked her back to San Francisco. He and his wife Vera eventually cruised the west coast of the Americas for several years, getting as far south as Coata Rica.

Doug Vann of Honolulu recently sold his Bounty II to a young couple eager to cruise. Vann's Bounty was probably the most active privately-owned cruising boat in the Ala Wai Yacht Harbor.

If conscientiously maintained, the boat can take it. We're pretty sure you can, too. If you need your confidence reinforced, remember this: you folks brought that boat nearly 400

There's a very popular San Francisco to Catalina Race, but none coming back. There's a bunch of races from California to Mexico, but none coming back. What's the common element? Everyone wants to sail downwind, not upwind.

If Rog is sailing to Panama and then the Caribbean, almost all of it is downwind and in much lighter airs than you had coming up the coast. There are only two parts of the trip you might really prefer doing in a bus or plane. The first is crossing the Gulf of Tehuantepec, where it might be calm as a pond or you might really get nailed. The second is making the passage from Panama to the windward side of the Caribbean Sea. That's usually a rough passage and sometimes can be very, very rough. Other than those two stretches, most folks find themselves wishing they had more, not less, wind.

And Doris, you don't see football players taking the field without helmets, pads and cleats. Similarly, never go sailing without a

a stop at Half Moon Bay, Rog and I staying on the boat, the rest of the crew at Tony's sister's. We lost Tony the next morning when he learned his new baby was sick. Despite some murmurings, John and Linda hung tough.

Five miles out of Half Moon Bay we finally got a good sailing angle at San Francisco. Seeing we could shoot the Gate, Rog had the sails put up and *Island Girl* began to

Seeing we could shoot the Gate, 'Island Girl' began to show her stuff.

show her stuff. Putting her bow down, she lay over gently and cut through the water smoothly and gracefully — as she no doubt had been yearning to do for all those weekends. After hoisting a big genny, we regularly started hitting 8.5 to 9 knots. I understand this is really honking for a sailboat. We even hit 10 knots once while surfing down the side of a wave.

It was a beautiful, sunny day, and as we approached the Gate we were greeted by the sight of hundreds of gaily colored boats out for the weekend. We joined the throng and sailed triumphantly under the Gate and into the Bay. Home at last! What a feeling!

And believe it or not, the immense relief we should have felt at the end of this most arduous and trouble-ridden journey was nearly overshadowed by the comfortably exciting feeling of being a part of *Island Girl* finally getting to do what she was meant to do — and with such style. As the memories of weeks before began to fade, they were replaced with a sense of harmony that sometimes happens between man and boat and water. It now seemed like it had all been worth it.

Almost.

And now it's "Oh my, what do I do in October when Rog takes off for Mexico, Panama and parts east and warm?" The warm I can handle, but, you see, other people write about their dreadful experiences, too, and the Canal sounds like almost as much fun as "up the coast was".

— doris lea tuck

miles to weather. Nobody sails to weather unless they have to because it's often so darn uncomfortable. There's a Los Angeles to Honolulu Race, but none coming back.

proper and complete set of foul weather gear. It is not — particularly in Northern California — an option, it is a necessity.

— latitude 38

Navy wool, bell-bottoms, with 13 buttons on the fly. Those buttons almost proved to be her undoing when it came to doing and undoing those pants in a tiny cubicle while the boat was pitching and rolling. When she emerged from what she lovingly referred to as "the torture chamber", it took a few minutes of fresh air for her to regain her calm.

Both of the new men would get sick that day, but fortunately only for a short time,

and not at the same time. As always, the ocean was rough and cold, and the wind blowing spray all over the boat. Those of us without foul weather gear — me — were restricted to the cabin. To keep from getting sick, I stayed in the bunk, zoned out. I have to admit, after a couple of hours it got pretty boring. In retrospect, I can see that it actually was a pretty good day; there were no disasters and the engine ran like a champ.

This final leg of the trip was broken up with

HDA/IMS/IORDA

On September 20, nearly 200 boats racing under three different handicap systems wrapped up a busy and rather windy summer of racing on the Bay. In the three pages following this photo spread, we'll introduce you to this season's nine handicap division winners. It's *Latitude's* way of acknowledging the skippers and crews who rose above their peers on one of the most challenging sailing arenas in the world. Our congratulations to all of them.

When it comes to handicap racing on the Bay, there's something for everyone. Between the three handicap systems — Performance Handicap Racing Fleet (PHRF), International Offshore Rule (IOR), and for the first time International Measurement System (IMS) — just about anything that floats is liable to show up at the starting line.

PHRF

Any boat that could get a PHRF rating — which includes just about anything bigger than Huck Finn's raft — was eligible to race in the Handicap Divisions Association (HDA). It's the great melting pot of Bay racing, and this year an eclectic assortment of 147 boats competed in six divisions from May through September. They ranged in size from the MacGregor 65 *Zeus*, which rates -12, to several Rhodes 19s, which rate 258.

At the end of the 10 race, two throwout season, the top two boats in each division got together on the weekend of October 17-18 for the Yankee Cup, a three race regatta to determine the HDA "champion of champions". Past winners include the Mull 30 *Pretty Penny*, the Laser 28 *Silly Goose*, and the Farr 1020 *Satiation*.

This year's winner was Todd Lee's C&C 35 Mk III *Mesmerize*. Scott Easom drove the boat to finishes of 1-1-2 to beat out Chris Corlett sailing Bartz Schneider's Express 34 *Expedition*. The accompanying photo captures the two boats five minutes into the start of the last race. How close was the racing? *Expedition* lost the second race to *Mesmerize* by one second, and the other races were almost as close. Complete results can be found in *The Racing Sheet*.

IOR and IMS

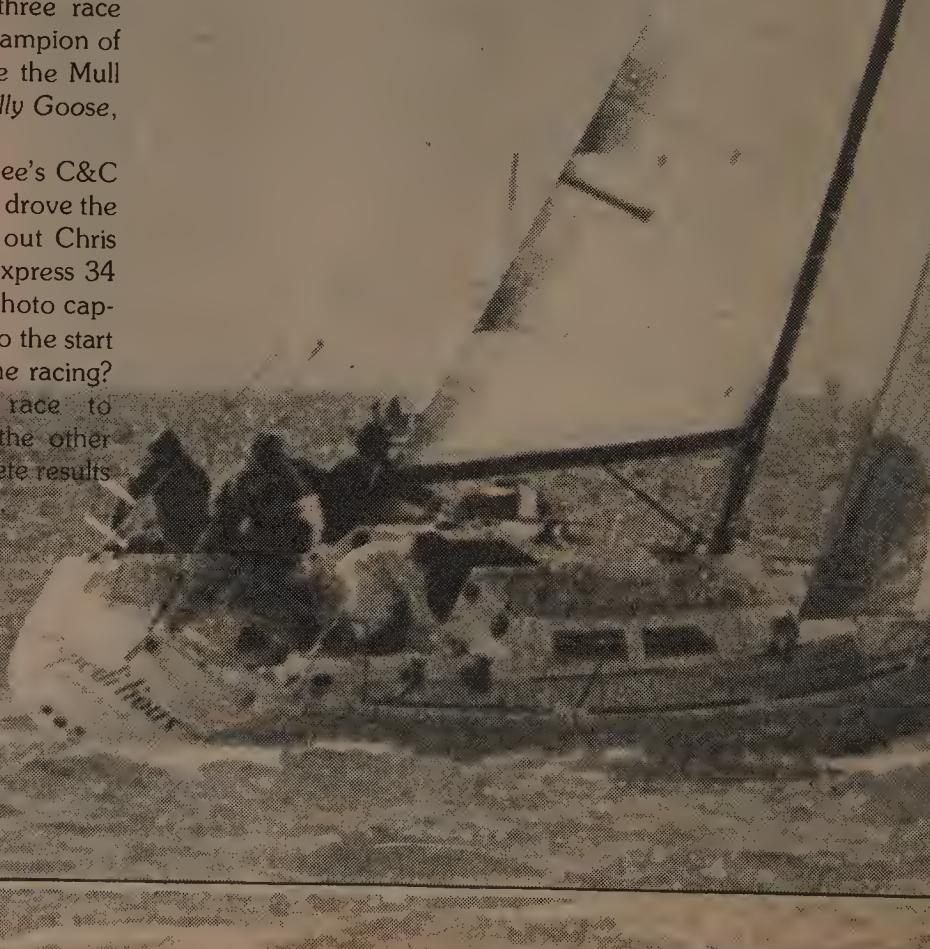
In addition to PHRF, the "people's rule", Bay handicap racers have a choice of two other rating rules. The two alternative other rating rules. The two alternative measurement rules are IOR, which attracted 38 "pioneers".

Division I of the IOR group has pretty well faded away, but the smaller division — boats under 37 feet — has remained fairly healthy. For more information on IORDA, contact John Claussner at 652-7302.

The IMS fleet suffered from growing pains without its own magic wand measuring gizmo and software package. But that situation will change by the first of the year, after which measurer Dick Horn expects that fleet to take off. To learn more about IMS, call Horn at 284-2480.

We're planning to take a closer look at both IMS and IOR soon. Anyone interested in either of these rules should plan on attending Gary Mull's seminar on the subject on Wednesday, November 18, 1900 hours, at the Golden Gate YC.

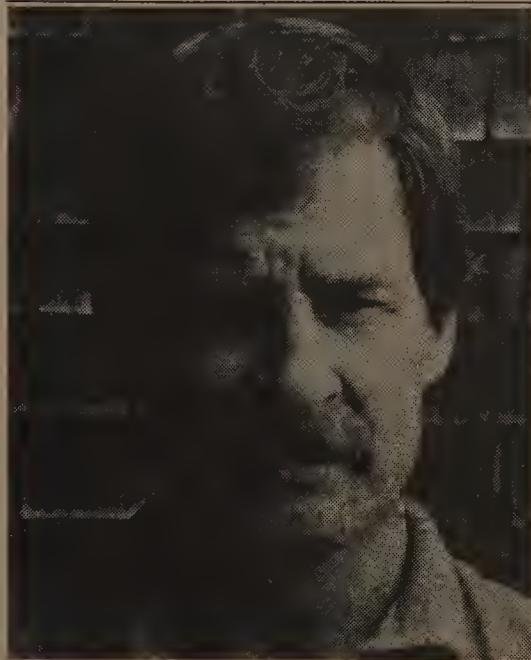
In the coming months we'll meet the winners of the ocean series and the biggest group of all, the One-Design Class Association (ODCA). Meanwhile, on the following pages, we salute the 1987 handicap champions of the Bay.



SEASON WINNERS



HDA F
Beneteau 35
"Tres Equis"



Rick Lowrey
Sausalito YC

Tres Equis' ascension to the "big boat" PHRF division throne began two seasons ago with a third overall. Last year, they were second. This summer, owner Rick Lowrey finally won this division overall.

However, as the Sausalito-based computer leasing executive explained, "We could have just as easily been second. We had to win the last race or *Jackrabbit* would have won the season. We managed to pull it off but it was heart attack city!"

Indeed, *Tres Equis* and *Jackrabbit* — two totally different kinds of boats — ended up tied for the season, each scoring four firsts in the process. *Tres Equis*, with more second-place finishes, won the tie-breaker. Lowrey figures *Tres Equis*, which is a racy-looking light-displacement fractionally rigged European boat, is the most complicated machine to sail in all of HDA. Accordingly, he had high praise for his crew.

Lowrey relied particularly on Kerwin Karpinski and Peter Gibson, both of whom put in their time on Lowrey's *Merit 25 Dos Equis*. The rest of Lowrey's merrymen — who seldom leave the dock without their traditional bottle of tequila — included Roger Laux, Greg Lay, John Broderick, Kathy Forte, Dan Bromsted, Joey Bromsted and, on occasion, Lowrey's 12-year-old son, Robert, or "Sport" as he's known on the boat. ("He can pack chutes now and with his high voice, he's great on counting down the starts.")

2) *Jackrabbit*, Islander 40, Dave Liggett, LGYC; 3) *Windstar*, Worth 40, Mick Hansen, BBYC. 16 starters.

HDA H
C&C 35-3
"Mesmerize"



Todd Lee
Diablo Sailing Club

Sibling rivalry played a part in Todd Lee's HDA H season championship. "I want to make sure my brother Bart in Hawaii reads this in *Latitude 38*," he said, laughing. "We've always competed in everything — cars, sailing, dentistry, women, everything."

Lee, a Dublin dentist, bought *Mesmerize* a year and a half ago and has been shooting for the championship ever since. Last winter Lee and his crew finished first in the Metropolitan YC Oakland Midwinters. This summer, after adding \$30,000 in gear, they made it to the top of their HDA division with seven bullets. "This has been a real balls-out effort," he said.

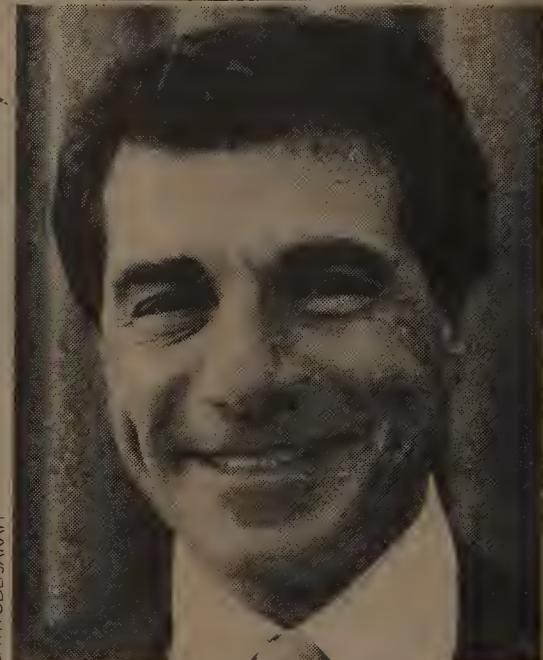
He gave his crew a lot of credit for sticking together and working hard. *Mesmerize*'s regular crew is made up of Dave Dayton, Brad Hutting, Frank Laza, John Stewart, Bob Jehle, Joe Bolden and his son, Bruce. Having USA crewmember Scott Easom along for most of the season didn't hurt, either.

Mesmerize showed her style by winning the Yankee Cup series October 17-18, finishing 1-1-2. The Cup is a "champion of champions" event for HDA winners sponsored by the Sausalito Cruising Club.

The C&C 35 I and II are cruising boats, but the 35-III has an extra foot and a half of keel, a taller mast and lighter hull. Lee said he may race the boat for another season, but he's also thinking about buying another boat — a "rocketship" this time.

2) *Fast Company*, Farr 10-20, Harold Dow, EYC;
3) *Tintagel*, Peterson 37, Len Kapla.

HDA J
Pearson 10 M
"Olias"



Ed Kerwin
Corinthian YC

Ed Kerwin, a self-confessed cruiser at heart, and his buddies from the Corinthian YC entered the HDA season on a lark. "We'd done well in the Friday night races, and wanted to see if we were really any good," said Kerwin. *Olias*, named after a character in an obscure song by the rock band Yes, beat out two identically rated sisterships, *Desperado* and *Blue Lou* to win the season in their first attempt.

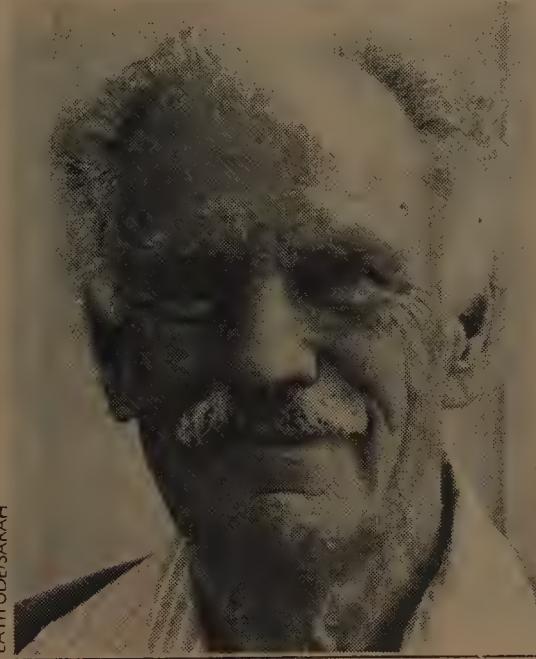
But it wasn't easy. *Olias* in fact would have ended the season tied with *Wavelength* had there not been a protest between the two boats which resulted in the latter getting tossed out of the last race. "I've been sailing for 32 years without getting in a protest. This year we got in two, both with *Wavelength*. They were pretty aggressive!" said Kerwin, an investment banker who transplanted his family and his '74 Pearson 10 Meter out from New York five years ago.

The *Olias* crew rotated through each spot on the boat during the season. The crew — like Kerwin, all cruisers in their mid-40's — consisted of Bob Semple, Larry Bryant, and the three Mikes (Litt, Jeffries, and Clark). The youngest crewmember on the boat, 30-year-old Dave Wilhite, did most of the driving. Kerwin, who wears many caps on the boat (foredeck boss, tactician, and "chief fire-fighter"), claims to have learned a lot about racing from Wilhite.

The Tiburon resident is starting to look around for a bigger boat, planning eventually on a cruise around the world.

2) *Wavelength*, Cal 33 Mod, John DeMeter, IYC;
3) *Desperado*, Pearson 10 M, Jaime Muniz, CYC.

HDA K
Lapworth 39
"Sonata"



**Donn Weaver/
Frank Lockwood (above)
Richmond YC**

Frank Lockwood and Donn Weaver, 10-year partners in *Sonata*, this year proved once again that you don't have to own a high-tech lightweight racing boat to have fun and win on the water. *Sonata* is a 30-year-old wood boat that weighs more than nine tons.

Lockwood and Weaver, both architects, didn't do much different this season in the way of new sails or gear. They won because they've learned how to get the most out of the boat. "It's a temperamental boat that has to be sailed just right," Lockwood said.

One factor in *Sonata*'s favor was this fall's strong wind. In contrast to last August and September's light air, this fall's wind was more often in the boat's favorite range — 15 knots and up.

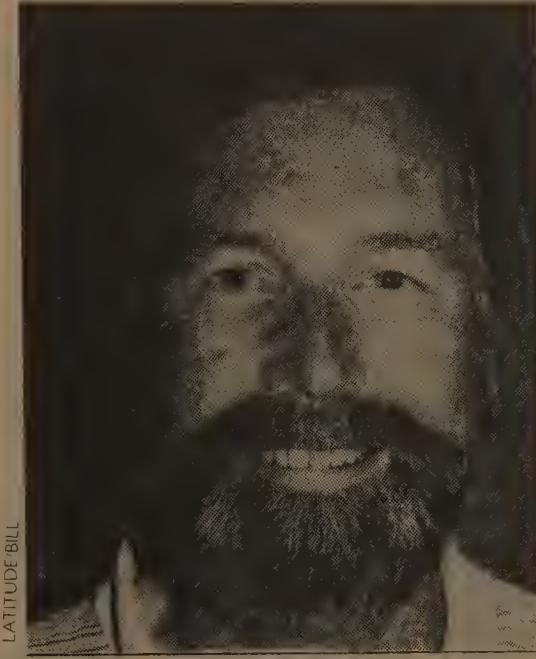
"*Sonata*'s a 7/8 rig, made for lighter Southern California winds," Lockwood said. "Most of the Lapworth 39s have 3/4 rigs. But I'm not sure it's an advantage in light air. We do best when it's about 20."

Lockwood and Weaver trade off driving duties. Their crew — made up of Don Osborne, Rick Randall, Mark Block, Elmo Moorhead and Susanne Olson — has been together for several years. The *Sonata* bunch won their division championship once before, in 1985.

Plans for next year? They'll be back; with a boat in its third decade of life.

2) *Quessant*, Farallone Clipper, Gene Buck, CYC; 3) *Liberty*, Columbia 36, Bob Bries, RYC.

HDA L
CS 30
"Blackhawk"



**Art Ball
Island YC**

When Art Ball quit racing cars — Formula Fords — six years ago he looked around for a new challenge. He took up sailing and this year made it to the top of his division.

He bought *Blackhawk* two years ago, added some racing gear and finished in the middle of the pack in his first season. The difference this year was learning to keep enough weight on the rail on windy days to hold the boat upright. Other than that, Ball credits learning by trial and error, plus "good Scotch and fast living".

Blackhawk won the Vallejo Race in the L division, then finished 11 and 9 in the next two outings. After that, *Blackhawk* never finished below second for the rest of the season.

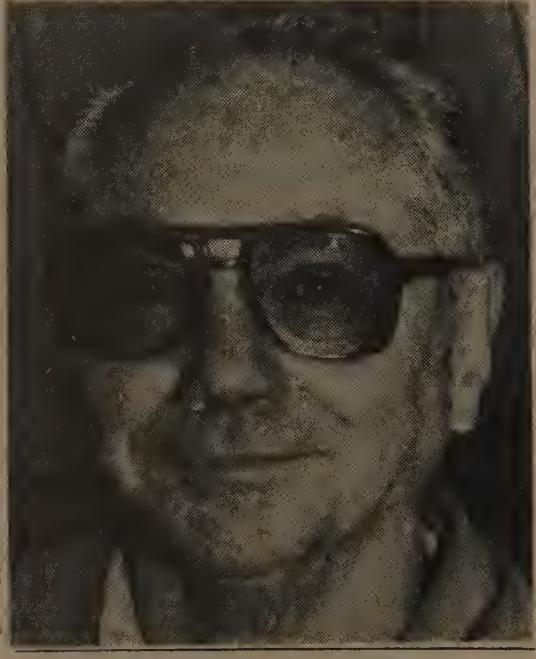
Blackhawk is named after the famed San Francisco jazz club. Ball used to be a jazz musician, "but jazz musicians don't make enough to buy racing sailboats." Now he's a systems design consultant for Pacific Bell.

He gave his crew credit for sticking together since the middle of last season. They are Scott Ruck, John Moreau, Mary Lovely, Jim Quanci, Mike Lipson, and Michael Thedo. The CS 30, built by Canadian Sailcraft, is much like a C&C 30 except that it's a little more race-oriented.

Ball plans to be back on the Bay racing scene next year, but maybe with a hotter boat in the mid-30-foot range. "Another challenge," he said, grinning.

2) *Crinan*, C&C 30, Bill West, EYC; 3) *Sly Fox*, Cal 2-30, Edward Rae, EYC.

HDA M
Ericson 27
"Angel Ann"



**Dave Freer/Hector Caraballo/
Don Herzer (above)
Cal Sailing Club**

Angel Ann opened the season by breaking a spinnaker pole fitting in the Vallejo Race — the first time the crew had flown a chute.

"We jury-rigged the pole and sort of tied it to the mast," said Don Herzer, one of three partners who own the Ericson 27. "We still managed to take second going up. We got caught in that big jam at the finish and ended up well behind whoever won that thing — and took third overall for the weekend. We had a lot of fun getting used to the spinnaker."

Angel Ann has been racing on the Bay for 13 years, the first 10 without a chute as a one-design class followed by two years in the HDA non-spinnaker division. Herzer and his partners won in P division last year and three other years before that in one-design competition.

Herzer, an elementary school teacher in Union City, said a steady crew and thorough planning made the boat successful this year. "We study the tides and currents before each race," he said. "We try to be as consistent as possible, and have as few wraparounds as possible."

Bill Hansson, Jay Hendee and Kathy Freer, Dave's sister, round out *Angel Ann*'s crew. Look for them on the Bay next year — going for their third straight championship.

2) *Neblina*, Cal 28, Neil Mosher/Hans Carter, CSC; 3) *Grenadier*, Contessa 32, Paul Osborn, TYC.

2) *Neblina*, Cal 28, Neil Mosher/Hans Carter, CSC; 3) *Grenadier*, Contessa 32, Paul Osborn, TYC.

HDA/IMS/IORDA SEASON WINNERS

IMS Express 34 "Expeditious"



Bartz Schneider
San Francisco YC

Expeditious lived up to her name in her maiden season, winning the inaugural IMS championship over an oddball assortment of boats whose ranks were swelled by the Olson 25 fleet racing as a one-design group. Bartz Schneider's Express 34, the second of three 34's on the Bay, won every race of the series it managed to finish except the season opening Vallejo Parade. Still it was close. In the third to last race, *Expeditious* was dismasted following a nasty leeward broach, and missed the rest of the season. Schneider's boat held on to win the series, but barely: the next two boats finished 1.25 and 1.5 points back, respectively.

Schneider, a manager for a computer software consulting firm, migrated here two years ago from Chicago. He shipped his former boat, a C&C 34 that he campaigned in five Chicago-Mackinaw Races, out here only to find it "too squirrelly for the Bay". This spring, yacht broker Chris Corlett convinced him to buy the newest Schumacher creation. As part of the deal, Bartz let Chris steer the boat — and bring some of his high octane crew — for the IMS season.

Each man had high praise for each other, as well as their crew. Chris brought along his "regulars" (Denny Gruidl, Billy Brandt, Steve Baumhoff, Liz Baylis, Pa Walton, and Carl Schumacher). Bartz brought the future nucleus of the crew — Alan Klingen, Cary Lee, and the father/son team of Fred and Fritz Glasser.

2) Ringmaster, Express 37, Leigh Brite, RYC; 3) Pearl, Olson 25, Bill Riley, TYC. 14 starters.

IOR I Peterson 40 "Leading Lady"



Bob Klein
Richmond YC

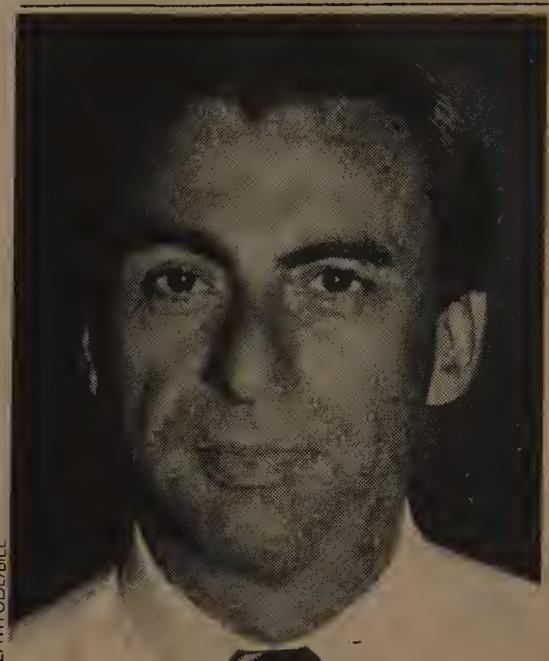
First the good news: Bob Klein, the popular Big Daddy himself, won the IOR "big boat" division of summer Bay racing. Now, the bad news: this is probably the last year we'll be reporting on this division, whose numbers have been dropping faster than the stock market lately.

It appears that the dwindling IOR I group didn't qualify enough boats to justify a start next year, which is not to detract from Stan Reisch and Bob Klein's red warhorse's performance this summer. But even Klein, a retired contractor who is rumored to have forgotten more about sailing than we'll ever know, lost interest in this tiny IOR division and switched over to IMS near the end of the season.

"We won by going to more of the races than anyone else. Boats like *Jazz* or *Blade Runner* could beat us at random, but they don't come out," said Klein. "It was still fun, though." *Leading Lady*'s crew, which Bob calls his "extended family", included Jim Antrim, Larry Wright, Carl Peterson, Lynn Huntley, Mike Trimble and Don Melson.

Klein anticipates that the majority of IOR boats on the Bay will switch to IMS in the near future. "It doesn't matter what rating system we race under — IOR, PHRF, IMS, or whatever. We just need to do whatever it takes to get everyone back on the starting line. IMS, if we use it wisely, just might be the answer."

IOR II Wylie 34 Mod. "Annalise"



Paul Altman
Island YC

"This was our best season yet," stated *Annalise*'s owner Paul Altman. This year, in addition to winning the "small boat" IOR division on the Bay, the busy modified Wylie 34 won the Gulf of the Farallones Series (the fall IOR ocean series) overall, Division Two honors in the Stone Cup, a second in the Big Daddy and other honors.

"It was really close racing between us, *Petard*, *Blue Blazer* and, when they came out, *Sunstreaker*," said the partner in a San Leandro printing and box-making company. "We had to work hard to win because we're the smallest boat of that bunch and most of the races were against flood tides."

Helping pull the strings for driver/tactician Altman were Rich Fisher, John Thomas, builder Kim Desenburg, and many others during the course of the long season. Also aboard were Altman's wife Ann — *Annalise* is a Swedish variation on her full name — and his son Eric, a senior in high school.

Altman moved up from his Hawkfarm *Predator* to the bigger boat three years ago. *Annalise* — a custom boat built around a stock Wylie 34 — was called *Pegasus* when it used to belong to Dan Newland. Altman, who has served on just about every Bay Area handicap association, stated: "A few years ago, we had four IOR divisions on the Bay. This year we're down to two, and next year we'll probably only have one. Eventually, we will evolve into IMS."

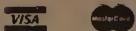
2) *Tsunami*, Castro 40, John Cains, BYC; 3) *High Risk*, Smith 43, Jim Mizell, St. FYC.

1) *Petard*, Farr 36, Keith Buck, BYC; 3) *Blue Blazer*, Contessa 35, Bill LeRoy, St. FYC. 15 qualifiers.

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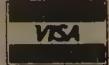
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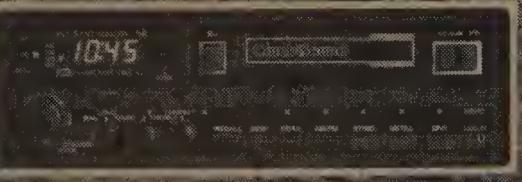
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WINTER

We've written letters to newspapers and national magazines. We've ranted and raved at congressmen and senators. We've prayed, screamed and cursed. But still nothing has been done about the seasons. We might as well accept



A frayed mooring line impaled this Dufour 27 in the Richardson Bay mud a few years back. She was recovered undamaged.

it, we're going to have to endure another winter.

For wise sailors, that means making sure our boats — and ourselves — are ready for the change in weather and use.

While on the average, Bay winter weather is calmer than summer, it's winter's occasional rip-snorting storms from the south and north that do the greatest damage. Thus it's time to check that your boat is secure in her berth.

Are the docklines frayed and unprotected against chafe? Do you have shock absorbing spring lines in place?

The most basic of considerations, right? Yet for one reason or the other they don't

are worth tens of thousands of dollars. If a dock line or two were to break — they often go in pairs — the boat isn't going to sink to the bottom, but it's likely to incur expensive-to-repair cosmetic damage and perhaps bang up the boat next to it

(In case you were wondering, early November is none too soon to be concerned about winter storms. What was it, three years ago on November 5 that the 75-95 knot winds whipped through Northern California? Winter storms can be expected as early as mid-October).

Gold braid and three strand nylon are the best choices for dock lines, because while strong they both stretch up to about 15 percent under load. The shock-absorbing stretch is important because it lessens the chance a cleat — either on your boat or the dock — will be ripped out under a sudden load. Three strand nylon is cheaper, but gold braid looks sharper. It's possible to use low stretch dacron in calm harbors, but it's unnecessarily expensive unless you're using a worn-out jib sheet. Polypropylene has some good uses, dock lines not being one of them.

If you're going to the trouble of getting new dock lines, don't skimp by purchasing ones that are too small or too short. It's false economy. Also remember that knots reduce the strength of a line. Spliced dock lines not only look the best, they are the strongest. It's easy to learn how to splice three-strand nylon; if you don't have the time, you can purchase prepackaged dock-lines at your chandlery.

Depending on how much room your boat has on each side, you may or may not need fenders. We at *Latitude* recommend the little ones that have been molded into the shape of topless mermaids. Four of those on your boat make a powerful fashion statement; sort of like pink flamingoes on your lawn. Women boatowners, of course, will prefer the anatomically correct 'Mermen' fenders,

dock? There's more than a couple of marinas in Northern California where they are not.

While you're at it, check to see that your dock is adequately attached to *terra firma*. You laugh, but over the years there have been a number of entire docks that have broken free in storms. It was a hilarious sight, for example, to see 30 boats — still tied to their docks — floating down the Estuary. Hilarious as long as your boat wasn't one of them. Checking over your marina may not be your responsibility, but it is one of those situations where an ounce of prevention is worth a couple of pounds of cure.

Once you're certain your boat is secure, start thinking about the expensive gear. Sails, for example.

If you've got roller-furling sails and don't plan to sail frequently this winter, we strongly

seem to get through to many boatowners. If you were to walk down the docks today, you'd be startled at how inadequately secured many boats are against winter storms. And we're talking about boats that

which are available by special order only.

Even though you only own your boat and not the dock, we also suggest that you give your marina a once-over. Are the cleats of sufficient size and securely attached to the



recommend that you consider taking them down or buy a tight cover for them. Time and again we've seen expensive headsails partially unfurled and flogging themselves into fragments. There is no excuse for such a waste of hundreds — if not thousands — of dollars. The flogging is also hard on the rigging — as well as the nearby liveaboards who might be trying to sleep through the din.

As for other sails, the winter is the perfect time to drag them home, wash with fresh water, dry thoroughly, and inspect for repairs. If left in a damp boat until spring, sails often turn ugly and malodorous with mildew. When left wet, colors on new spinakers tend to bleed. So take those home and dry them out, too, or you won't be able

Winter is the ideal time to clean and then relube your winches.

to recognize them come Opening Day.

Winter, of course, is a fine time to take the sails to your favorite loft for inspection and repairs. It's the slow time of year for sailmakers, so they can usually get to your sails quickly and do the best possible job. When spring rolls around, everyone wants a chunk of a sailmaker's time.

Engines are like people; the worst thing you can do to them is ignore them. The power plants that run best are the ones that are run frequently. Moving parts need those hot oil baths or they get sticky and start to corrode. Gaskets will also start to dry out, electrics go on the fritz. So be a friend to your engine and make sure it gets run once every two weeks or so.

When running the engine, remember it's

important to bring it up to operating temperature for awhile. Ten minutes is fine. Actually, the best thing you can do is take



Not all fenders are created equal. Some, like the one in the photo, make a fashion statement.

the boat out and motor around for half an hour or more. This puts load on the engine, gets the oil in the transmission splattering around, gives the exhaust system some exercise, makes the prop shaft rotate in the cutlass bearing — all the good stuff to make a propulsion system happy.

When you've got the boat back in the dock, take the engine cover off and check belt tension and for loose wires. Then wipe a lightly oiled rag over the engine surface to keep it clean and prevent corrosion. While you're doing this, talk to your engine. That's right, whisper sweet nothings in her air intake, tickle her down by the mounts and

caress her compression releases. Many top mechanics believe that engines have feelings too, and work hardest and longest for a caring owner. Sure, it's a controversial technique, but what can it hurt? Just the same,

WINTER

we suggest you do this when nobody else is around.

Winter is also the right time for you or



This Cal 29 was the dragged over Duxbury Reef, the victim of a late winter storm. She was salvaged and is still sailing.

your mechanic to give the engine a once over. Be sure the oil and filters are changed. If your boat has a gas engine, it may need a tune-up. If it's a diesel engine, see that the fuel supply has some bacteria-eating additives so it won't become the consistency of chocolate pudding by March.

That faithful engine of yours won't start, of course, if the batteries are low. Unfortunately, boat batteries are typically at their lowest charge in the middle of winter. When boats don't get used, their batteries don't get charged. Furthermore, batteries are less powerful in winter's colder temperatures.

If you run your boat every weekend or two, you probably won't have any problems.



If you use it less frequently, you'll need — and possibly already have — a battery charger. For smaller boats it's possible to get by with a small trickle charger.

No matter what kind of charger you've

got, be alert to the possibility of accelerated electrolysis. Have your diver check for the frying of any zincks. If your boat has become 'hot' from the charger, you can cool it down by putting a timer on your charger so it runs 30 minutes — rather than 24 hours — each day.

Although it's been a dry year and may never rain again, you have to recognize that heavy precipitation is always a distinct possibility. That's why it's a good idea to make sure that your boat's automatic bilge pump is operational. That the battery powers your bilge pump is yet another reason to make sure they retain a full charge.

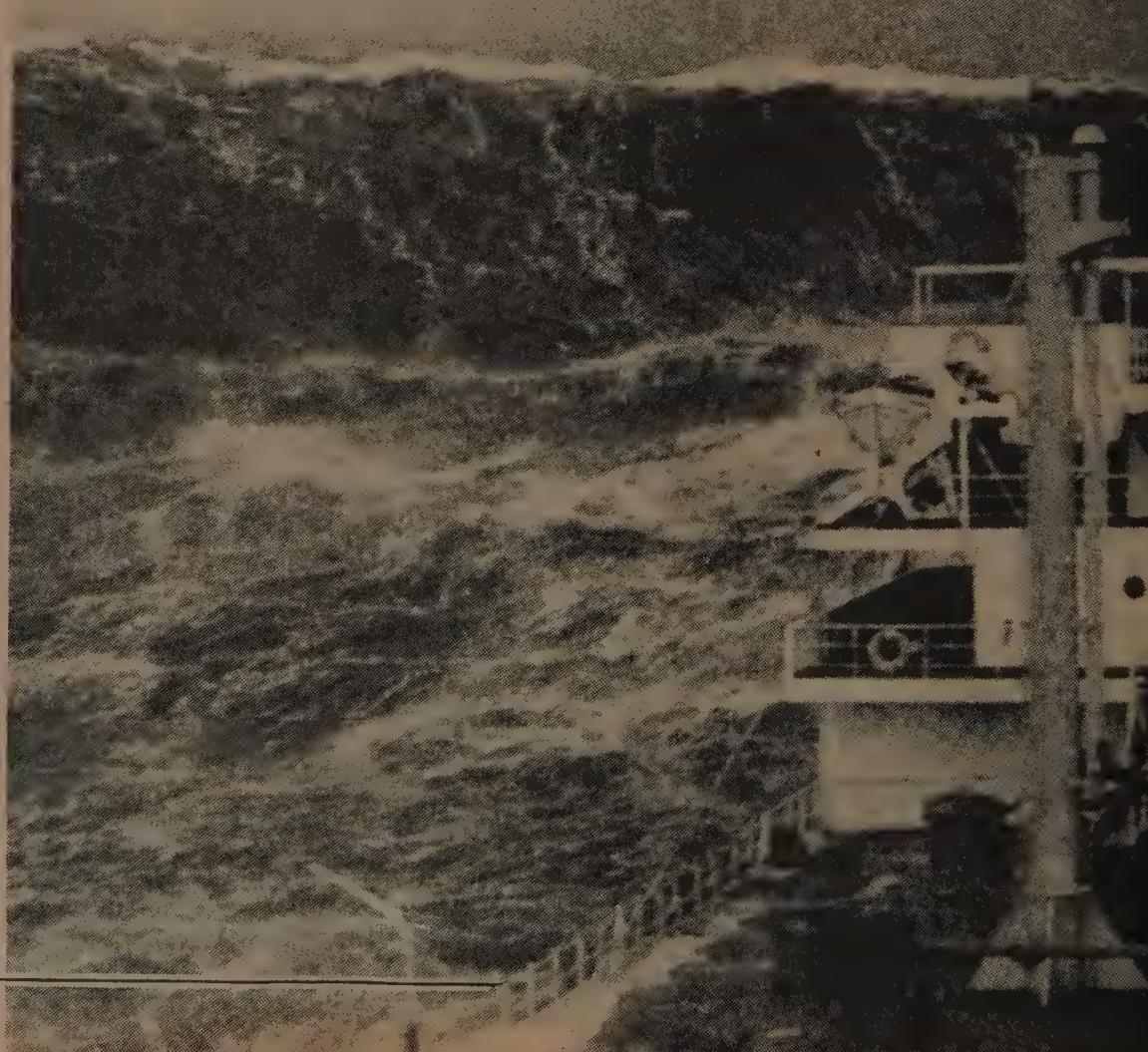
While you're down running the engine, we also suggest you turn everything else on in the boat. That's right, the stereo; the running, masthead, and spreader lights; the knotmeter, depthsounder, wind indicators,

radios, SatNav, Loran and any other electronics you've got. As we said before, the worst thing you can do to electrics and electronics is not turn them on from time to time.

Depending on how built-in your electronics are, you might want to temporarily take some home. Not only is it likely to be dryer at the homestead, but it's probably safer from thieves, who seem to find winter the best time to ply their dirty trade along the docks.

While you've got your boat all lit up like a Christmas tree and the engine running, hop on deck and give the winches a spin. Do they turn effortlessly when not under a load or are they stuck solid? If the latter, you'll want to use something like WD-40 to loosen

Huge swells like these, which sometimes can be found outside the Gate in winter, are a good reason to restrict your sailing to the Bay until spring.



them up enough for disassembly. Then remove the old coagulated grease and replace it with the appropriate lubricant. If done regularly, cleaning winches is a quick and simple job. Dirty, too.

When you're done with the winches, give all the on-deck blocks a squirt of lubrication. Hard as you might find it to believe, if not tended to, these blocks can freeze up solid by spring.

As with the sails, you don't want the interior cushions and walls to get covered with mildew. All chandleries carry 'heating rods' and other devices to dry the air and reduce the chance of mildew. Setting the cushions slightly askew so that moisture doesn't gather beneath them also seems to help. Some folks continually run electric heaters inside their boats during the winter. Since unintended electric heaters can cause safety

problems, it's not a recommended practice. It's better than burning charcoal briquets in the cabin, however, which will take all the oxygen from the air and kill you.

The best boat dryer-outer? An engine that's been run a couple of hours. All the more reason to be active with your boat in the winter. So if you're not racing in the Mid-Winters, why not schedule a couple of dates for winter sailing? Pick occasions in advance, such as solstices or the days on which there'll be full moons. Then invite some normally non-sailing friends to enjoy the typically light winds. Thanksgiving at Angel Island's Hospital Cove or Treasure Island's Clipper Cove is a tradition with some sailing families. Our family once had a Christmas picnic on the lawn near Hospital Cove; there wasn't another soul around.

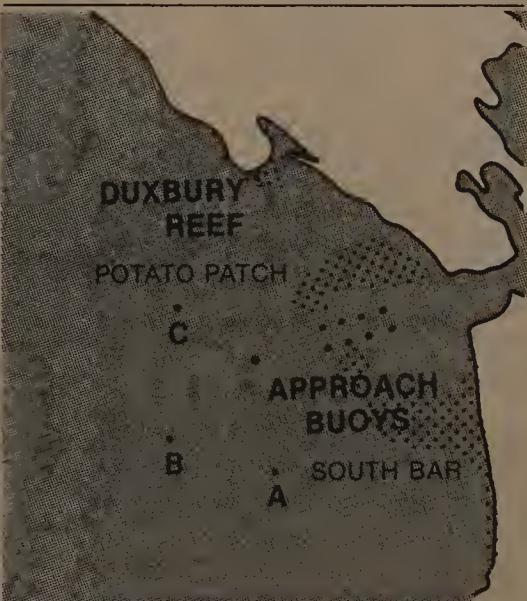
While not always the case, winter sailing on the Bay is often outstanding with bright sun and gentle winds. Such days provide the ideal opportunity to get some fresh air and vigorous exercise after being trapped indoors for weeks — if not months — at a time. But winter sailing requires a few more preparations than summer. Everyone, especially non-sailing guests, must be made to understand that even sunny days can be chilly if not cold. And when the sun goes down — well, even industrial size bottles of brandy don't help after a few minutes.

Layered clothing is the best way to go, allowing you to adjust in the changes in temperature. The outer layer should be water proof, for when wet the winter chill factor is far worse than summer. Gloves and watch caps often make the difference between a cozy sail and a chilly enduro. For you all-weather macho males planning romantic afternoon sails, remember the immortal words of Dear Abby: "A warm woman is a happy woman."

Winter sailing outside the Gate is an entirely different matter. In fact, it's something we at *Latitude* strongly discourage unless there are extraordinary mitigating considerations. We've simply lost too many boats and too many sailors to not advise against it.

Between mid-October and April, the ocean off Northern California is much less predictable than the rest of the year. Sudden fronts can come through and whip the shallow Potato Patch up into a confused frenzy of towering waves. Boats trapped outside the shallow entrance to the Gate have no way of getting back in the Bay and no

other close ports of refuge. As a result, we've had to write about boats that have been rolled, have had waves break over their spreaders, have had their hulls stove in, have had their hulls shattered into fragments, have been driven up on the



The approach to the Gate is made deadly by the shallow waters of the Potato Patch and the South Bar.

beach, or have never been seen again. Some of the skippers and crews of these boats survived; some didn't.

It's easy to be fooled, too, by the winter ocean. You can sail out the Gate in a heavy flood and the waves look pretty small. Then by the time you get out to the Lightbucket and the tide turns you can't believe the difference. The flat Potato Patch has suddenly developed large steep waves that are breaking. What's more, they're completely irregular, breaking sideways and appearing out of nowhere. Add in 25 knots of wind from the beam and you'll find yourself damn near fighting for survival.

And it's not like you'll be in top condition. You'll no doubt be cold, which is deleterious to your body functions. As for your power of judgement, that tumbles with your body temperature. Mistakes get made.

Winter cruises down to Pillar Point, Santa Cruz or Monterey? We suggest them for the better and safer conditions of summer and fall. Especially when there are great Bay destinations during the winter. Sail to Pier 39 or South Beach Harbor and spend a nautical night in the City. Or try Jack London Square, Mariner Square or some of the other spots in the Estuary. There's Richmond, Berkeley, Vallejo, and even Redwood City. Sail smart, sail safe — and sail the Bay this winter.



NATIONAL MARITIME MUSEUM

THE 1987

Creeping up the Marin shore against the flood in light air, "Tactical Ted"

— out of the Gate was by going as close to the North Tower as they dared.

balls maneuver.

What looked like a suicide mission actually iced the series for

Pazzo. Rather than stack up on the rocks, they found a small back-eddy and shot

Southern Californian Mick Schlens, Ormond and Wilson outfoxed *Foghead* in the flukey going at Pt. Bonita and proceeded to walk away from the 11 other boats in the race. *Pazzo Express* went on to win that race — a 33-miler up to Duxbury Reef and back — and thus the Express 37 Nationals for the second year in a row.

Coming in eight points behind *Pazzo* in second overall was Larry Doane's Trans-Pac veteran *Morningstar*, which had just been relaunched after getting its "class keel" (as opposed to its shorter "IOR keel" for downwind races) snapped back on. Doane had one of the

Wilson informed *Pazzo Express* owner/driver Bill Ormond that the fastest way — indeed, probably the only way

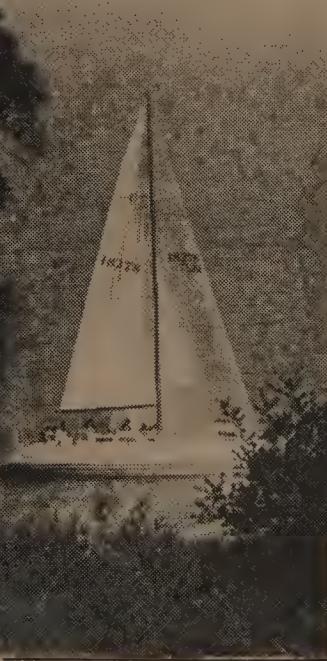
Ormond, a pedal-to-the metal, gambling sort of guy, came back with a classic reply: "Wilson, if you've got the guts, I've got the money!"

To the delight of his 12-person crew, "Bronco Billy" — as he is known on the boat — took the 7-foot draft boat closer to the Tower than any of them had ever been before. "There was only five feet between us and the land. You could have jumped off and never gotten your feet wet," claimed an excited crewmember. Pam Vickrey, a *Pazzo* regular, wasn't quite as enthusiastic. She's Ormond's insurance agent; we imagine she turned a whiter shade of pale during the

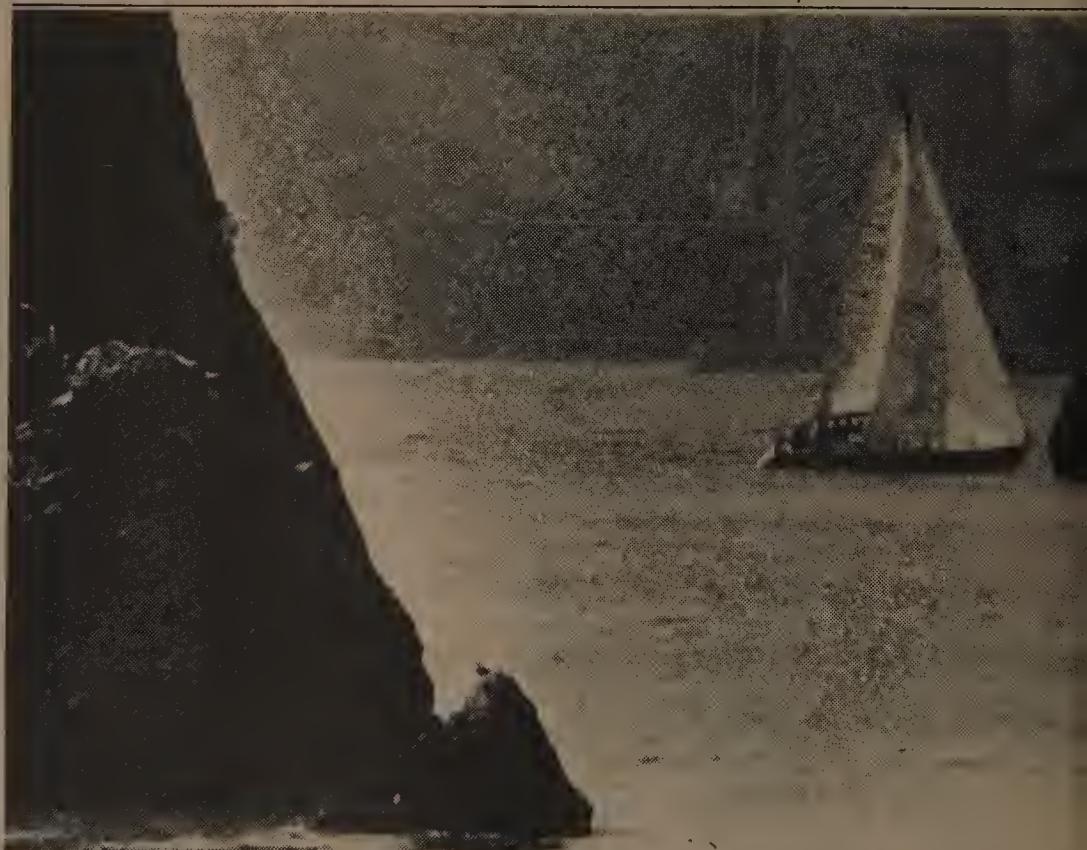
Rock'n roll! Someone drag that jib off the foredeck!

out the Gate ahead of all the fleet except *Foghead*, James "Get Down" Brown's boat under charter to

'Flamingo' ghosts past Lime Point enroute to Duxbury Reef.



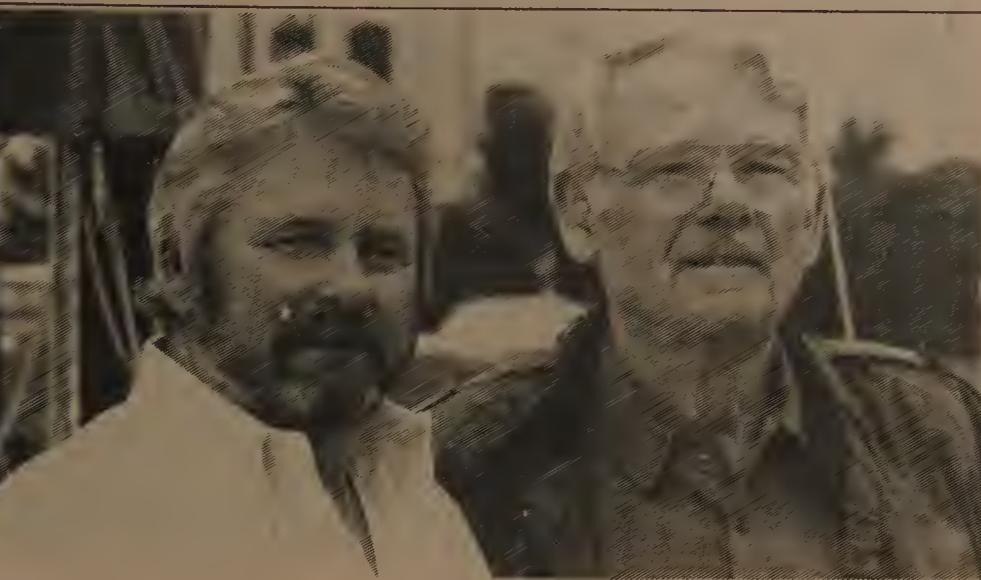
'Mainframe' couldn't see the forest through the trees this time.



deepest crew, including sailmaker Kame Richards, boat-builder Larry Tuttle, and the designer of the Express line, Carl Schumacher. Leigh Brite's ubiquitous *Ringmaster*, with recently retired sailmaker Malcolm Park helping out, came in third overall.

Held September 23-27 and hosted by the Corinthian YC, this was only the second running of this popular three-year-old design's National Championship. Compared to the '86 Nationals, it was a civilized regatta.

"Last year they called us the *Redress Express*. It was a controversial regatta and I know that some folks thought we shouldn't



JOHN ARNDT

have won," stated Ormond. Pulling the cigar out of his mouth and smiling broadly, he continued: "Well, I guess we showed 'em this year!"

A little history is in order: *Pazzo*'s victory over an eight boat fleet in '86's inaugural Nationals was a bit strange. Ormond and company won despite only finishing four out of the six races in the no-throwout contest. In a wild, windy series, *Pazzo* was T-boned before the regatta began by *Ringmaster* and was carted off to the emergency room at the local boat hospital.

Leigh Brite generously let Ormond use *Ringmaster* for the remaining five races. Adjusting quickly to a tiller instead of his familiar wheel, Ormond put together a good series despite subsequently dropping out of another race — this

'Bronco Billy' Ormond, left, and father Charles S. Ormond.

time to rescue a competitor's overboard crewmember. They received redress for the two races they didn't finish, and ended up beating *Chris Baldwin's Mainframe* by 3/10 of a point.

But that was then. This year *Mainframe* — which dominated the summer's one-design racing — looked like the boat to beat, but ended up a disappointing sixth. As their tactician Ray Delrich explained, "We went in overconfident and just choked. I think it was a case of wanting it too much. We were tense and unaggressive." *Mainframe*'s crew also might have been a little

burned out — nine out of the 12 had just sailed in the previous week's Big Boat Series.

The regatta began with two floodtide Cityfront bashes with #3's being the dress code. Things began to look like a rerun of last year's bumper-car series when four boats fouled out of the second race despite the 720 rule being in effect. But things calmed down the next day as the wind dropped back into the #1 range for two races at Knox. The third day — the ocean race — turned into a glorious sail despite the weatherman's forecast of gale



LAUREN RICHARD

Rock-hopping up to the Marin Headlands.

winds and hazardous sea conditions. The last day of the Na-

THE 1987

tionals was a long Bay race in perfect autumn conditions.

"All the boats were pretty equal in boatspeed," said

ference — you could lose two or three boats real quickly if you screwed up a mark rounding or a set."

Indeed, part of the success of the Express 37 class — which now numbers 60 boats and climbing — has been due to strict class rules that insure true one-design racing. Under the guidance of Glenn Isaacson, owner of *Re-Quest* and the first and only commodore of the Express 37 fleet, the owners have, among other things, limited the number of crew to 12 (last year, boats sailed the Nationals with as many as 16!), limited the number of new sails each year to two per boat, and banned



kevlar sails and adjustable-under-load jib leads.

But the most significant rule the class

Out of the trees and into the ocean.

adopted is the "owner-driver rule", which members of the class

51% of the entire race — guarantees the involvement of the owner in racing the boat and dilutes the ef-



Dueling 37s: 'Free Spirit' and 'Re-Quest'.

jokingly refer to as the "anti-Corlett rule". That rule — which dictates that the owner starts the race, sails the first beat, and at least

effect of stacking the deck with pro sailors. Yacht broker Corlett,

Express 37s splitting tacks in light air.



Unidentified Express confronts immovable object.

sailmaker Wayne Kipp, who raced on *Any Sunday*. "Operator failure was the dif-

1987 EXPRESS 37 NATIONAL CHAMPIONSHIP

Place	Boat Name	Skipper	Yacht Club	Race Points	Total Points
1	<i>Pazzo Express</i>	Bill Ormond	StFYC	3-4-1-5-1-2	15.50
2	<i>Morningstar</i>	Larry Doane	StFYC	7-1-8-1-2-5	23.50
3	<i>Ringmaster</i>	Leigh Brite	RYC	1-7-3-6-5-3	24.75
4	<i>Flamingo</i>	Rod & Deborah Sievers	RYC	2-3-12-3-7-4	31.00
5	<i>Foghead</i>	Mick Shifens	KHYC	6-13-2-2-3-7	33.00
6	<i>Mainframe</i>	Baldwin/Saperstein	SYC	5-5-11-4-4-10	39.00
7	<i>Warpath</i>	Fred Howe	SCYC	8-13-5-9-6-1	41.75
8	<i>Re-Quest</i>	Glen & Gaby Isaacson	SFYC	4-6-4-8-9-12	43.00
9	<i>Sleeper</i>	Tom Gettman	SYC	9-2-10-12-13-6	52.00
10	<i>Any Sunday</i>	Patrick Donnelly	GGYC	11-8-9-7-11-11	57.00
11	<i>Blitz</i>	George Neill	RYC	10-13-6-11-10-8	58.00
12	<i>Free Spirit</i>	Neil Ross	RYC	12-13-7-10-8-9	59.00



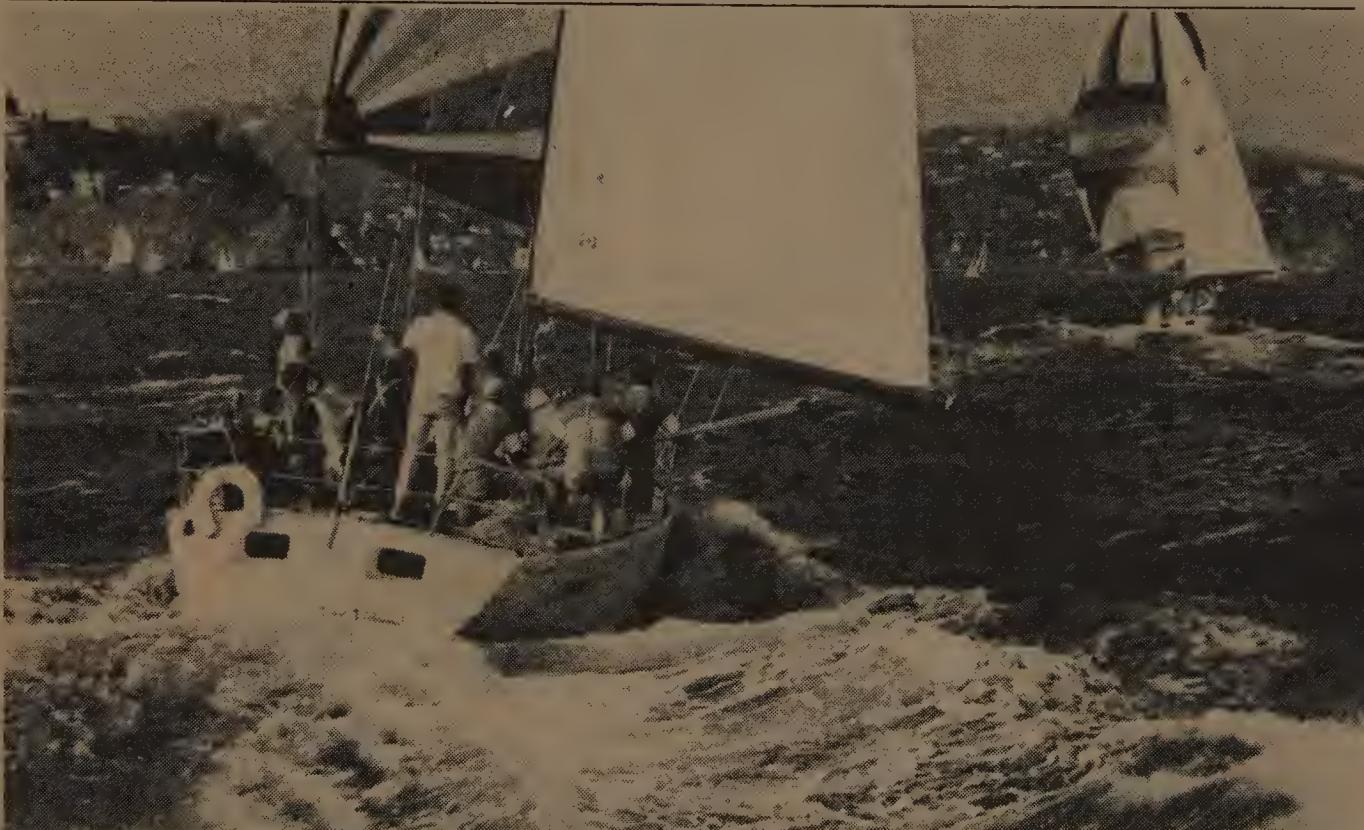
who seems to win any class he enters, is actually happy to be "banned". "The owner-driver rule is the best thing that could have happened to this class," he said.

Ormond, as one of the best Express 37 owner-drivers, would probably agree with that assessment. The 45-year-old mortgage broker and entrepreneur (he recently sold his East Bay restaurant which was also named "Pazzo", or "crazy" in Italian) is no stranger to one-design racing. He put in 10 years in the 33-foot Vanguard class and, more recently, 10 years in Islander 36's. He's also done his

share of ocean racing, including two Catalina Races on *Pazzo* and a

TransPac on *Zamazaan* (hence the similar graphics on *Pazzo*).

Ormond's quick to credit his crew, especially his newly-



'Ringmaster' heads for the barn after the 33-miler in the ocean.



wed tactician Ted Wilson, who he claims is "one of the best-kept secrets on the Bay". The *Pazzo* gang, most of whom have been with the boat since it

honor of his father, Charles S. Ormond, a 77-year-old staff commodore of Metropolitan YC and an avid cruiser. "Most people give perpetual trophies in memory of someone. I wanted to do this for my father while he's still around," explained Bill.

— latitude — rkm

ANCHORING GUIDE

On my first three voyages to Baja, I looked forward to the exhilaration of open ocean sailing and nightrunning on a moon-lit sea. I had enough crew aboard to set watches around the clock.

I'm a little older now and thus say to hell

PHOTOS, CHARTS AND MAPS
BY JACK WILLIAMS

of the United States. The anchorages listed in the chart are normally useful under prevailing conditions from the northwest.

circumstances.

If you're a typical skipper searching for a good anchorage, the things you look for — in no particular order — are: 1. good holding ground; 2. protection from the wind; and, 3. protection from the swell.

Of the 32 anchorages and harbors listed, all offer good holding ground in depths between three and 10 fathoms. Bottoms are sand with mud prevailing in a few cases. Thus what might normally be the most important consideration, good holding ground, isn't really a problem along the Baja coast.

Finding anchorages free from the wind presents the reverse situation. Very few of the 32 anchorages and harbors listed have a massive headland or island to provide a substantial barrier to the wind. The most effective wind blocks are found at Cabo San Augustine and under Cabo Lazaro at Bahia Santa Maria.

Given the fact that the 32 anchorages pretty much all have good holding ground and poor protection from the wind, the real key to judging anchorage quality along Baja's Pacific Coast is the amount of protection they afford from ocean swells and wind waves.

What frequently happens to first-time cruisers is that they tuck up in a bight under the southeast side of a headland that obviously blocks the direct path of the northwest swell. But when they get the anchor down they discover they roll and the anchorage isn't the restful paradise they'd anticipated. Say hello to swell refraction.

with that. This winter I'm taking the slow boat, my Cal 2-46 ketch, *La Patricia*, and will spend each night at anchor studying the pelicans over a glass of wine and fighting off the Mexicans trying to throw lobsters on the deck.

Many of the anchorages along Baja's Pacific coast are described in various cruising guides and government publications. But to my knowledge, there is no place where you can get the 'big picture' of the west coast anchoring situation. That's why I included the *Principal Pacific Coast Anchorages* chart with this article. It positions the 32 harbors and anchorages between San Diego and Cabo Lucas.

It's important to recognize that the prevailing winds along Baja's west coast during the cruising season are from the northwest — just as they are along most of the west coast

Storms from the southwest — an occasional occurrence during the cruising season — present an entirely different set of

Ensenada offers good protection. The drawback is that the harbor is filthy and that it's just a few miles down the coast from San Diego.



ANCHORAGES ON BAJA'S WEST COAST



The 32 anchorages shown on this chart are divided into four classes.

ANCHORAGE CLASSIFICATION

- 1 — Enclosed Man-Made Harbors
- 2 — Enclosed Natural Harbors
- 3 — Best NW Wind Anchorages
- 4 — Acceptable NW Wind Anchorages

Cal 46 tends to tack back and forth in the wind like a horse discontent with its tether, so that she rarely gets captured in a rocking motion for any length of time.

In less than ten knots, the swells take precedence. In fact the worst condition is to have no wind and a cross swell! The only solution is to anchor bow and stern facing the swell, the effects of which can be dampened considerably.

Of course, weather has been known to change. So don't be surprised if you get two hooks set so your boat rides into the swell, only to have a beam wind whip up in the middle of the night and put a terrible strain on your ground tackle. 'Shit Happens', you'll say.

Some other random thoughts on anchoring along Baja's Pacific coast:

✓ CQR and danforth type anchors work well in the vast majority of anchorages south of San Diego.

✓ I recommend all chain; its greater weight than nylon line helps the anchor penetrate, it resists abrasion and acts like its own catenary. Furthermore, boats with all chain can swing in a tighter circle, allowing more boats to use a crowded anchorage.

✓ You want a windlass on all but the

If you anchor in shallower water, a rising swell and lower tide can result in your boat joining the beach party.

smallest boats.

✓ I always anchor in 20-24 feet of water in the Pacific coast bights subject to swell action. If you anchor in shallower water, a rising swell and lower tide can result in your boat joining the beach party. I'll cheat a little in better bights such as Cabo San Lazaro, as well as in fully enclosed harbors and bays.

✓ Since 20-24 feet is usually found a

This frustrating little devil is defined as "the change in direction which occurs when one portion of the swell reaches shallow water

and is slowed down while the other portion is in deep water and moving relatively fast". In other words, swells bend around points. Swells also bend around parts of islands, such as Cedros, and entire islands such as Isla San Martin.

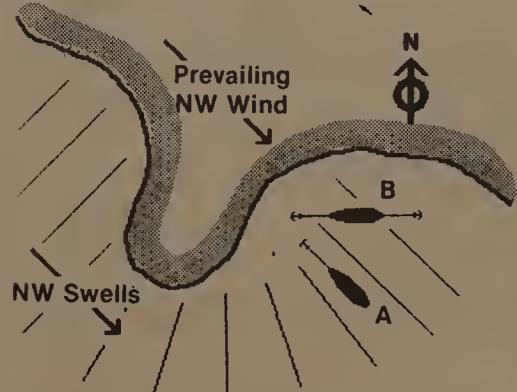
What to do about the rolling caused by refracted swells? The only thing you can do is use your head to make the best of a less than ideal situation. The problem is that if you set a single bow anchor to ride to the northwest wind, your boat will be in the troughs of the swells and roll. The other option is to anchor bow and stern directly into the direction of the oncoming refracted swell. The downside is that you have to set a second anchor and it leave your boat anchored beam to the wind.

Which is better? If there's more than 10 knots of wind I use only a bow anchor. My

ANCHORING GUIDE

quarter to half-mile offshore, you need an outboard-powered tender to resist anchoring in more shallow water.

ANCHORING IN REFRACTED SWELLS



A — Bow anchored vessel lies in trough of the swells.
B — Bow-stern anchored vessel held at an angle to the swells.

Handling refracted swells depends on the amount of wind.

✓ The only two places there are grained silt or mud rather than sand bottoms are the enclosed harbor at Ensenada and the shallow-depth anchorage off the village at Bahia Tortugas. I've rarely heard my chain rattling over rocks on the Pacific coast of Baja.

✓ I recommend hand signals rather than a yelling match between the bow and cockpit to indicate where to drop the hook and how much chain to pay out.

✓ There are more anchorages than listed on my chart. The ones I left out were either close to much better anchorages or are roadsteads good only in calm conditions.



Despite the waves at the point, Bahia Santa Maria affords good protection from northwest winds or swells.

fleet of ocean-going tugs that pull salt barges to Cedros Island. San Ignacio is entered by boats taking tourists to see California grey whales calve. Boca de Solidid has a channel for 50-ft commercial fishing vessels headed for the cannery at Puerto Lopez Mateos.

My firm council to all cruising skippers is to avoid entering any of the lagoons. I am aware that some well-powered, shoal draft, recreational vessels do, but I strongly recommend against it.

✓ The best anchorages in southwesterly

Isla San Martin offers good protection in northwest conditions.



anchorages in northwesterly conditions are close together until you get as far south as Abreojos. After that you may have to spend



✓ There are numerous lagoons along Baja's Pacific Coast, and three of them are regularly entered by sizable ocean-going vessels: Scammon's Lagoon is home to a

conditions are any of the man-made harbors as well as Bahia Tortuga and Bahia Magdalena. All offer good protection.

✓ Notice from the chart that good an-

a night or two at sea.

In closing, I'd like to make a few com-

TO BAJA'S WEST COAST



Turtle Bay, perhaps the best enclosed natural harbor, is a favorite stop for fuel and rest.

swing 360 degrees. Don't anchor directly upwind of an already anchored vessel; nothing is more aggravating than having to

Cedros Village, man-made harbor, offers excellent protection about halfway from San Diego to Cabo.

many boats, yet there always seems to be a magical attraction for the second boat to anchor right next to the first. Motor by before dropping the hook and say 'hello'; the response you get will give you a clue if they desire close company.

I hope this information will be of assistance to Mexico cruisers — all of whom I'd like to meet this winter in one of the anchorages mentioned.

— jack williams



ments about anchoring courtesy. If everyone is swinging on a bow anchor only, you are obliged to do the same, and in such a fashion that they won't strike you if you

worry all night that the boat in front of you might drag. Don't anchor in the center of any confined anchorage; leave room for others. Most Baja anchorages have room for

Editor's note: The information above comes from Jack Williams upcoming two volume book, Baja Boaters Guide, which is planned for publication late next summer. The book is complete in draft form and will contain some 350 aerial photos and 150 charts. Williams will be spending the next six months field-checking the existing material and gathering additional data.

MAX EBB ON

"I see trouble," warned our tactician as she lowered the binoculars from her eyes.

We all looked over in the direction she had been observing, toward the next mark.

The signs were unmistakable: Hundreds of white dots on the horizon, clustered around the area of the mark. A few spots of color, but mostly white. And hardly a sail in sight on the next leg of the course.

"Let's hot it up a little more," said the skipper. "We'll see if we can reach up and around it."

Up to this point, it had been one of the most pleasant races in recorded history. The wind was exactly 10 knots, the weather was clear and crisp, but not really cold. There was a great turn-out in our class, and most important of all — we had managed to pull off a terrific start and were leading by a very comfortable margin. It was the kind of race that makes me wonder, in weak moments, why I even bother to race at all in the summer.

But our luck was about to run out. At the leeward mark was the deepest hole in the wind I had ever seen on the circle. And as class after class plunged into the area of zero wind, they made the largest parking lot of boats on the Bay since the raft-up at Vallejo.

"Let's switch to the light sheets," called our skipper as he nervously looked over his



Light air sheets. Next stop down; dental floss.

shoulder at the rest of our class.

"Light sheets coming up," answered one of the foredeck crew as he untied the 3/16's

ALL PHOTOS LATITUDE/SARAH



Tools of the trade, the 'long-eyes'.



The wind finding wet finger.

kevlar sheet from the forward stanchion. We pulled the loaded spinnaker sheet inboard while he led the new sheet through the clew.



For salmon or stealth, this balls worth its weight in lead.

"Big loop!" reminded the skipper.

In another second the crew had a bowline tied in the new sheet, with a four-foot loop

through the clew so we could reach the knot easily when it came time to remove it.

For the next few minutes our speed held, but we could sense the wind beginning to soften. The boats behind us looked threatening, holding the wind longer.

"I'm heading up a little more," said the skipper.

This gave us more speed, but took us farther away from a straight line to the mark. Although why we would want to go to the mark anyway was an interesting question, because several hundred boats were just sitting there going nowhere.

I looked over at our tactician, but she was absorbed by the cockpit loran display. We were now sailing considerably higher than our competition behind us.

"I think we should jibe," one of the cockpit crew finally said.

"Me too," added the spinnaker trimmer, without looking down from the luff of the spinnaker.

"You're supposed to be concentrating on the trim!" I scolded. "How can you tell if it's time to jibe?"

"I'm in the shade on this tack," he answered, still with this eyes glued to the spinnaker luff, "and I'm starting to get a little chilly. I'll be in the sun again if we jibe."

"I agree, time to jibe," said the tactician.

MIDWINTER WEAPONS



The hell with smokeless cigarettes, we want the Vantage advantage.

"This course is taking us down-tide of the mark."

The skipper agreed also, so we jibed over, jibing the pole right onto the light sheet. Evidently the skipper believes that 3/16's kevlar is strong enough to use as a guy in this weather, so we didn't have to switch back to the heavy. Once we had done the change to the light sheet on the new sheet side, we could jibe all we wanted without worrying about them until the wind came up again.

But the wind coming up again was wishful thinking. We crossed the bows of our class by a disturbingly narrower margin, and the wind was fading fast.

"Keep it high and hot," advised the tactician. "Our only chance is to go completely around this mess."

It didn't work. Even though we carefully avoided diving right into the middle of the parking lot, as we saw so many other boats doing, the water around us was rapidly turning to glass. Our spinnaker began to sag, and I noticed the trimmer kept wetting his finger and holding it up over his head.

"That doesn't really work, does it?" I asked.

"Of course it does," he replied. "Just like in the movies."

I tried licking my finger, but which ever way I pointed it, the part I licked felt wet and the rest of it felt dry.

"No, you're doing it all wrong," said the



You don't need a weatherman to tell which way the wind blows, but bubbles help.

trimmer. "You have to wet your whole finger, all the way around."

He demonstrated again. "When you hold



Water balloons for Opening Day; helium balloons for Midwinters.

it up to the breeze . . ."

"SHEET!" yelled the skipper.

His head snapped back up at the sail, and

he yanked once on the light sheet to open up the few inches of luff that had begun to curl.

"When you hold it up to the breeze, the side into the wind gets slightly cooler."

I tried it again, but felt nothing conclusive.

"It's an acquired skill," he said. "But you know you can practice it, even indoors. Just wet your finger and move it in various directions at various speeds, creating apparent wind over your finger. You'd be surprised how much more sensitive you get with practice."

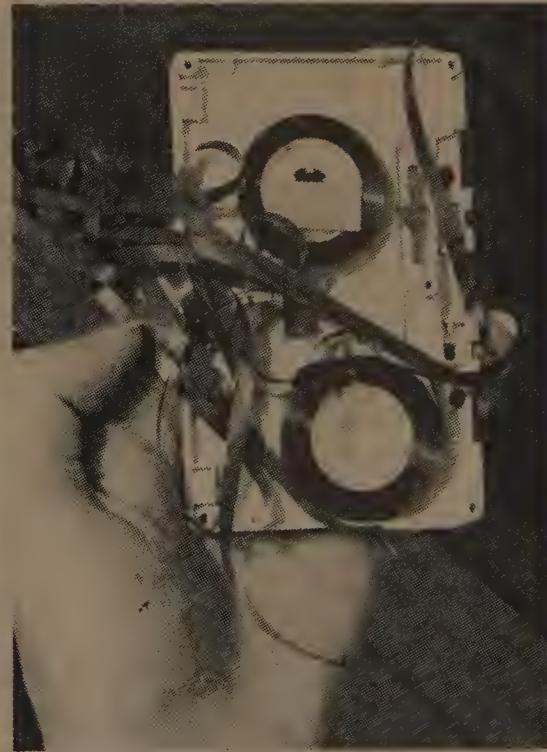
I made a mental note to try that on Monday morning when I was back in the office. Meanwhile, things were not looking good for us. Our speed was down below three knots, and the spinnaker was looking very heavy. The boats behind us were losing wind also, but most of our lead had evaporated.

"Anybody have any cigarettes?" demanded the skipper.

"What?" exclaimed at least four of the crew simultaneously, knowing our skipper's extreme distaste for anything involving burning tobacco.

"We need smoke for a wind reading! The windpoint is bouncing all over the place!"

"I'll see what I can do," volunteered one of the crew as he rushed below.



Shit! Who dropped the stealth anchor on the Bon Jovi tape?

"Gently! Not so much bouncing around!" The skipper was beginning to show some irritation. "Let's get the light 150 ready to go

MAX EBB ON

up, now!"

"Everything's all set, skipper," answered the foredeck crew.

Now on this boat, when the foredeck addresses the skipper as "skipper", it is not a good sign. Use of the title is kind of code for "If you're going to be a pompous ass and throw a temper tantrum at the wheel, then I'm going to get very formal and do my job exactly according to the union rules, nothing less and nothing more." It's much better than a full blown shouting match, because the boat continues to function well. But the effect can be chilling on morale.

Meanwhile, I could hear drawers opening and closing down below, and then a loud cracking and splintering sound. A second later the crew emerged from the cabin with a busted-open tape cassette.

"Telltale," he announced, and proceeded to tie long strings of ultralight recording tape from every part of the rigging that was within reach.

"Which tape did you sacrifice for this?" I whispered when he sat down again near me on the leeward rail.

"Boxcar Willie," he whispered back. But our skipper had very good ears that day and overheard.

"Not the Boxcar Willie tape!" he moaned.

"You mean you made telltales out of Boxcar Willie?" asked the tactician.

STOCKTON SAILING CLUB

DATES: October 10, November 7, November 21, December 5

RACE CONTACT: Greg Hill, (209) 529-7343 (evenings)

MAILING ADDRESS: Stockton Sailing Club, P.O. Box 1661, Stockton, CA 95201.

PHRF racing from the friendly folks that bring you the Stockton-South Tower Race. It's always flat water up here, even when it's windy! For more information, call Greg Hill or the clubhouse (209-473-9351).

SANTA CRUZ YACHT CLUB

DATES: November 21, December 19. The 1988 race dates will be announced.

RACE CONTACT: Roger Sturgeon, (408) 476-6375 (h) or SCYC Club Manager Tim O'Neill, (408) 425-0690.

MAILING ADDRESS: Santa Cruz YC, P.O. Box 454, Santa Cruz, CA 95062.

This will be the second annual mid-winters held in Santa Cruz. Last year's inaugural series was a big success as 52 boats participated in the PHRF and one-design racing. Unlike the Wednesday night beer can races, the midwinters use inflatable buoys and keep results. This year's series will consist of five races held on the third Saturday of each month, beginning on November 21.

the Bay.

For some reason this seemed to lighten up the mood on the boat, albeit at our skipper's

VALLEJO YACHT CLUB

DATES: October 25, November 15, December 6, January and February to be announced.

RACE CONTACT: Gary Slack, (707) 648-9409.

MAILING ADDRESS: Vallejo Yacht Club, P.O. Box 311, Vallejo, CA 94590.

Theoretically, this is a closed club event with no entry fee required. There are two PHRF divisions as well as a non-spinnaker division. According to race organizer Gary Slack, anyone who's in the area and wants to race will be scored, but their finishes won't count in figuring the overall results.

The races start and end off the club and go down the river to turning marks in San Pablo Bay. Sounds like good practice for the annual Vallejo Race!

expense. The tactician studied her loran display some more, and reported that we were tracking over the bottom at 1.3 knots.

SAUSALITO YACHT CLUB

DATES: November 21, 22, January 23, 24, February 20, 21.

RACE CONTACT: Sausalito YC, 332-9997.

MAILING ADDRESS: Sausalito YC, P.O. Box 267, Sausalito, CA 94966.

Entry fee \$10. All six races start at Little Harding. Division A, PHRF 0-156; Division B, PHRF 156 and above; Division C, all PHRFs sailing non-spinnaker. Five or more boats required for a one-design class. Sausalito YC bar and restaurant open all race days. Daily trophies for 1st, 2nd and 3rd.

about 10 degrees high of the mark, even though the speedo indicated 2.2 and we seemed to be 30 degrees off course.

"Sounds like we've got some tide against us," deduced the skipper, "and it's also taking us downwind. I'll come up some more if I can get more speed."

We did come up a little, but all we could do was watch helplessly as the numbers on the digital knotmeter flashed lower with each reading. The spinnaker breathed its last and collapsed. The cups on the masthead anemometer spun slower and slower, then came to a dead stop.

"Jib up," said the skipper quietly.

Hands were already on the halyards, and the jib was up practically before the words were out. We pulled the chute in, and moved our weight way over to leeward in an attempt to get gravity to fill the sails.

"Still moving at .75 toward the mark," said the tactician.

Our speedo read 1.8. Other boats were beginning to converge around us now, although the main concentration of the big mess was to leeward.

"Zero-point-seven-zero speed over the bottom, five degrees low."

We were still gaining ground, but just barely. The magnetic tape telltales, that worked so well a few minutes ago, were now

The culprit nodded affirmative, but the response was an overwhelming chorus of cheers and applause, probably heard all over

MIDWINTER WEAPONS

CORINTHIAN YACHT CLUB

DATES: January 16-17, February 20-21.
RACE CONTACT: George Horsfall,
435-6321.

MAILING ADDRESS: Corinthian Yacht Club, P.O. Box 857, Tiburon, CA 94920.

Entry fee is \$25, with \$5 penalty for registrations after January 9. This is a four-race series with no throwouts open to all YRA-eligible yachts. Protest hearings will be held after each race, with no appeal. Five or more entries are required for one-design classes.

Races will start and finish in Belvedere Cove off the Corinthian YC. Dinner will be available with a live band at the clubhouse both Saturday nights with rafting permitted in the club's harbor.

beginning to hang limp.

"Trim to these shifts!" said the skipper.

"Shifts in what?" we all thought to ourselves as we reached out as far as we could to leeward to heel the boat more and support the weight of the jib sheet and the clew of the sail.

"Be right back," said the tactician as she got up gingerly from in front of the loran display and tip-toed down the hatch. "Keep your eye on these numbers."

"Get some more heel if you can," pleaded the skipper. "We need the heel to help maintain steerage-way."

We did our best to heel the boat further.

Then our tactician re-appeared on deck, holding a small plastic jar and a strange looking, brightly colored plastic device, which I guessed was some sort of exotic whistle. She unscrewed the bottle, and poured a small quantity of the liquid into the device.

"What on earth is she doing?" I asked.

In another second we had the answer. She carefully climbed up onto the cabin top, put the plastic object up to her mouth, and blew. A stream of soap bubbles poured out. The direction they drifted clearly indicated that we should be sailing on the other tack.

"Try that again."

The result was the same. Then she moved back to the transom for less disturbed air. Still, we were on the wrong tack.

"Prepare to roll tack! Three . . . two . . .

SAUSALITO CRUISING CLUB

DATES: November 7, December 5, January 2, February 6, March 6.

RACE CONTACT: YRA office, 771-9500.

MAILING ADDRESS: Sausalito Cruising Club, Midwinter Series, P.O. Box 155, Sausalito, CA 94966.

This a series of five Saturday races, with one throwout. Application fee is \$35 after October 27. All applications must include a copy of a valid PHRF certificate. No yacht club affiliation is necessary. Depending on the number of entries, there will be one-design classes and handicap spinnaker and non-spinnaker divisions. At least six boats are required for a one-design start.

one . . . Now!"

We sprang to the other side of the boat, rolling it over a little as our weight shifted.

BERKELEY METROPOLITAN YACHT CLUBS

DATES: November 7-8, December 12-13, January 9-10, February 13-14.

RACE CONTACTS: Kirt Brooks, 284-1778; Bobbi Tosse, 939-9885.

MAILING ADDRESS: MYCO Midwinters, c/o Yacht Racing Association, Fort Mason Center, San Francisco, CA 94123.

The MYCO-Berkeley series usually has more signups than any other midwinters. Entry fee is \$40, more than any of the others. Last year it was \$35. Race organizers say it was raised to increase last year's \$1,000 donation for buoy maintenance. The four-race series is open to all YRA and SYRA boats. Courses will be on the Olympic Circle off Berkeley. To race under PHRF you need a PHRF certificate on file in the YRA office. One-design classes will race either Saturdays or Sundays, determined by a vote of the entrants. Separate PHRF series will be held each day.

The foredeck crew pulled the jib around by hand, and we reset the sheets and traveller controls. The new tack put us nearly on a

close-hauled wind angle, and we had to add some main boom topping lift to get the necessary twist back into the main. Still sailing, but not by much.

In a minute we had new loran readings. "Moving toward the mark at less than half a knot, 15 degrees off course."

"Anchor on deck," said the skipper.

Someone ducked below and passed up the small racing anchor. It was about a four-pound hook, judging from its size, with perhaps 150 feet of 3/8's inch nylon rode. Sized for easy handling and resistance to tangling, I assumed. But there was no chain, just a few feet of plastic-coated wire, with a two-pound salmon ball at the end of the wire.

"This is the 'stealth' anchor, explained the spinnaker trimmer. No chain, no noise. Can be deployed undetected at close range."

We felt like geniuses with our soap bubbles all over the place, but then we noticed a boat nearby us with an even more creative wind-sensing device. It was a helium balloon, tethered with about 20 feet of fish line, raised to the top of the mast with a flag halyard. The length of the tether allowed for all the rolling and pitching at the masthead to be averaged out, for a perfectly accurate wind direction reading at masthead level.

GOLDEN GATE YACHT CLUB

DATES: November 1, December 6, January 3 and February 7, with a March 6 makeup race, if necessary.

RACE CONTACT: Ruth Gordon Schnapp, Golden Gate YC, 346-BOAT.

MAILING ADDRESS: Golden Gate Yacht Club, One Yacht Road, San Francisco, CA 94123.

The four-race Manuel V. Fagundes Midwinter Regatta has been held since 1962. Entry fee is \$40 after October 17. The series is named for the long-time club port captain who died in 1975. There are one-design, PHRF and IOR divisions. Fly entries are required for one-design classes.

"Trouble with that one," said one of our crew, "is that everyone else can see it also."

It was a good point. We were trimming to

MAX EBB ON MIDWINTER WEAPONS

the other boat's masthead balloon as much as we were trimming to our own soap bubbles.

Five minutes later, we were moving backwards at 2/10's of a knot over the bottom. The call was given for the anchor to go down quietly over the side away from our competitors, and secured to a point far enough aft from the bow so that the rode would not be visible away from the hull.

As soon as it was set we felt a small tug of acceleration, and our water speed, which had fallen to almost zero, suddenly increased to over a knot.

"They're watching us!" said the skipper. "Spin some winches! Make it look like we're trimming sails!"

The ploy only worked for a little while. We gained some distance, but the boats around us figured it out soon enough. For all practical purposes, the race was in recess till the wind came back up.

"Lunchtime!" announced the skipper, and for the next hour we sat around the cockpit eating, drinking, getting sunburned, and exchanging gossip with the other boats anchored within easy conversational distance.



A scenic spot for lunch.

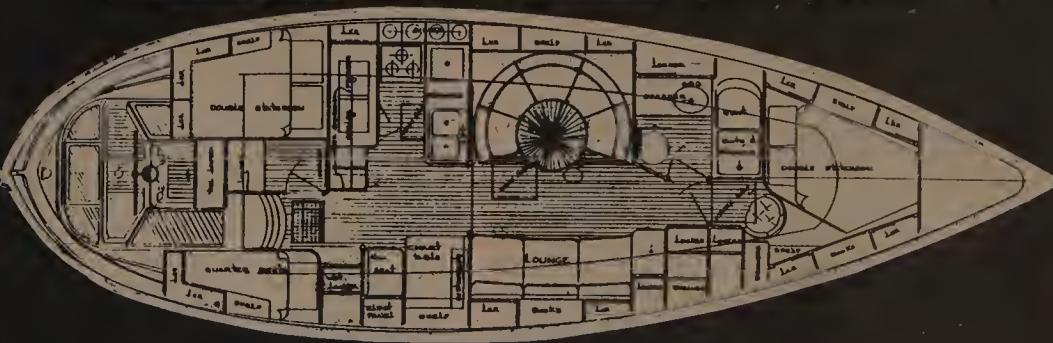
It was one of the most pleasant afternoons on the Bay I could remember.

Finally, from the upper spreaders of one of the larger boats anchored in the hole, came the hail "wind line!" A few minutes

later the race was on again.

We never did find the rest of our fleet. They could have been way behind us, or way in front. The results must have been mailed to the skipper, but it would be a month before the next race, when most of the crew would find out. After a day in the hole, it didn't seem to make as much difference.

— max ebb

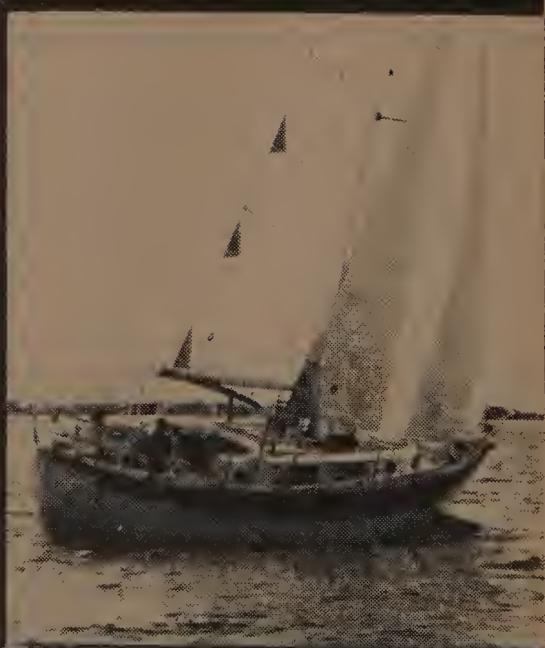


- Designer: Stan Huntingford
- Built to ABS Standards
- Perkins 4-108 diesel engine
- Fiberglass/Airex Hull Construction
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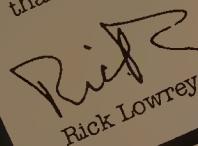
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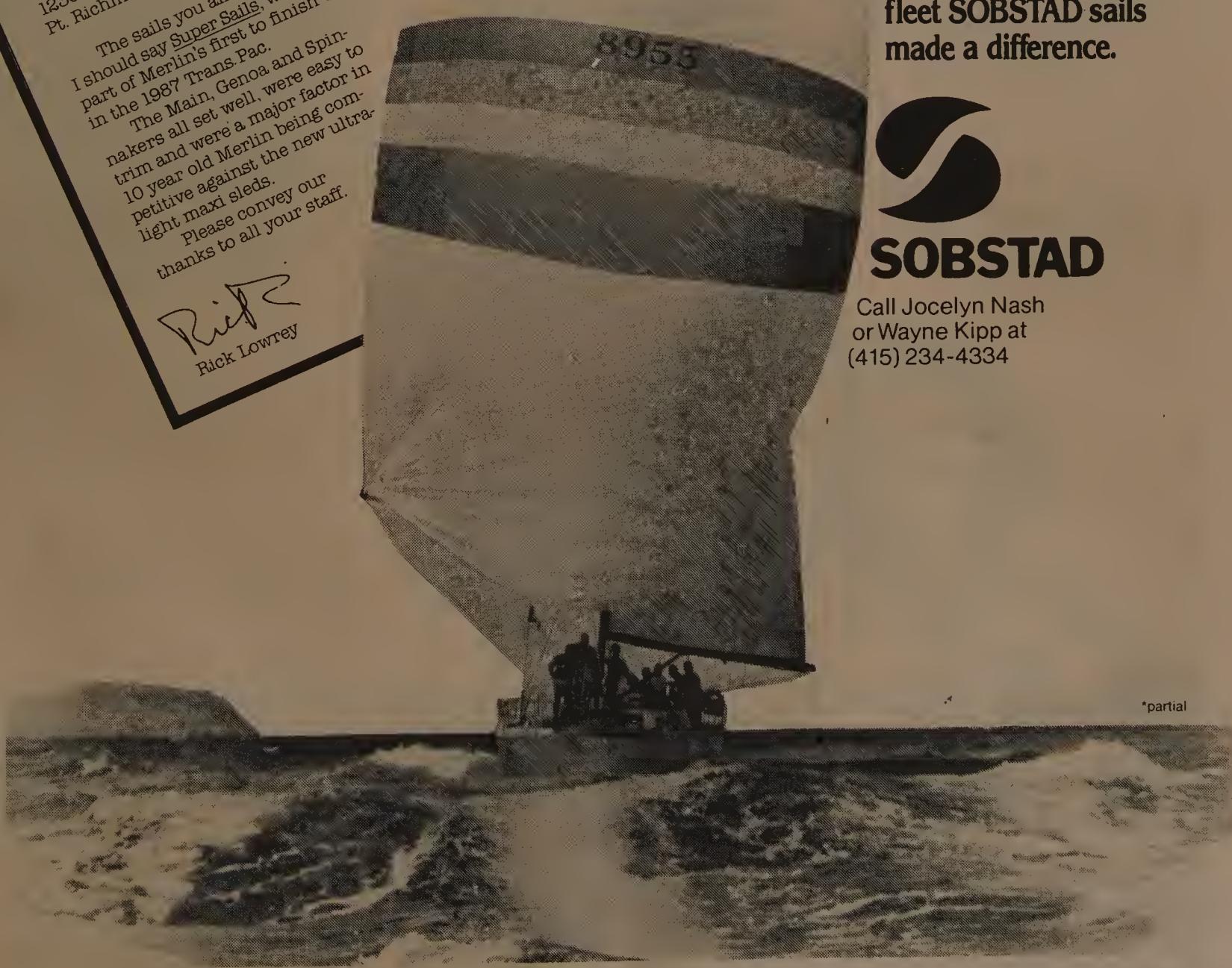

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*partial

This month we have reports from the **Express 27 PCC's**, the **Vallejo 1-2 Race**, the **Women's Racing Association**, the **Small Boat Racing Association's 50th Anniversary**, the **Catalina 27 NCC's**, the **Wabbit Nationals**, the **Six Meter Worlds** and much more.

Express 27 PCC's

The winner of the 1987 Express 27 Pacific Coast Championship was "drop-in" skipper Bren Meyer, who borrowed Mike Burger's *Summer Palace* for the event. Twenty-one Express 27's — the biggest PCC's yet — competed in the five-race, one throwout regatta during the three day Columbus Day weekend. In fact, this regatta was bigger than any of the previous Nationals, including this year's 14 boat turnout in Detroit.

Meyer, an Alameda metalworker, sailed an aggressive series — particularly off the wind — to edge out Eliel Redstone's Jeff Madragali-driven *Yeofy* by 2.25 points. Meyer's crew included Mickey Caldwell, Doug Hodges, and some of his old *Hot Flash* crew: Bruce Bradfute, Mike Schaumburg, and Peter Jones. Meyer sold his highly

the 1987 Bay one-design champs, Russ Johnson and Leon Daniels on their cleverly named *Leon Russell*.

The first two races were held off Pt. Knox on Angel Island in light and shifty wind. Shapiro and Meyer each scored a 1-2 in the tricky going, and were at the top of the class after a day at what became known as "The School of Hard Knox". Madragali, who picked up 22 points in the first race for a PMS (premature start), came back the next day with a 3-1 in the two windy races off the Cityfront. The second Cityfront affair was windy enough to dismast Karl Engdahl's *Sweet Pea*. "We still don't know what failed, or why it came down," said a puzzled Engdahl.

Monday's ocean race was a pleasant trip out to Bonita followed by a lap around the

LATITUDE/BILL



of course, was the only race that proved anything," dead-panned Richards.

Host club Corinthian YC, which has put on a lot of high quality regattas lately (J-29 PCC's, Express 37 NA's), and the Express class officers had their hands full enforcing the one-design rules regarding sail sizes and weights. Many sailors spent Saturday night recutting sails or adding cloth and sticky-back to sails in order to bring them up to minimum weight. "The class needed its rules tightened up a bit, especially with 30 to 35 boats expected for next summer's Nationals on the Bay," said Richards.

The results:

- 1) **Summer Palace**, B. Meyer, GGYC, 7.5 points;
- 2) **Yeofy**, E. Redstone, SFYC, 9.75;
- 3) **Trimmer**, S. Shapiro, RYC, 10.75;
- 4) **Leon Russell**, R. Johnson/L. Daniels, RYC, 16;
- 5) **New Wave**, B. Blackett, RYC, 16.75;
- 6) **Great White**, B. Warden, Aeolian YC, 20;
- 7) **Tamen**, R. Morgan, RYC, 23;
- 8) **Lipstick**, C. Hoff, RYC, 25;
- 9) **Friday**, J. Liebenberg, RYC, 27;
- 10) **Raton**, R. Lotto, StFYC, 31.



COURTESY PACIFIC HIGH

successful Santa Cruz 27 *Hot Flash* earlier this year and seems to have made an easy transition into Expresses, which he describes as "much livelier" than his former boat.

Owner/driver Skip Shapiro, an IBM employee, sailed *Trimmer* to third place over

Susie Snyder, left, and Rainy Bassano show off trophies they received at Elkhorn YC for taking first in the Monterey Bay Yacht Racing Association.

Bay. Buzz Blackett and tide-master Kame Richards, sharing the steering chores on Blackett's *New Wave*, won that one. "That,

Vallejo 1-2

It was the most exciting Vallejo 1-2 race in history. Would any of the racers — unable to move in the calm conditions — be hit by



passing freighters who couldn't see them through the thick fog? No one was hit — but then nobody finished, either.

The 27 boats that started the Single-handed Sailing Society event off Golden Gate YC October 17 motored up to Vallejo for the party, except for two who actually managed to sail all the way. But they arrived after the 8 p.m. cutoff.

Sunday's return leg, with two allowed aboard (that's where the Vallejo 1-2 comes from) had better wind and 16 of the 27 finished.

The results:

DIVISION I — 1) **Sundowner**, 33-ft trimaran, Joe Therriault; 2) **Defiance**, 32-ft trimaran, Bill Maudru.

DIVISION II — 1) **Miss Conduct**, Olson 29, Thomas Mason; 2) **Starlight**, Capri 30, Ron Lee; 3) **Katle K**, Mair 28, Ants Viga.

DIVISION III — 1) **Solitaire**, Santa Cruz 27, Anthony Basso; 2) **In Search of Excellence**, J/24, Robert Cranner-Brown; 3) **Chesapeake**, Merit 25, Jim Fair.

DIVISION IV — 1) **Grand Slam**, Cal 29, Fred Mining; 2) **Impossible**, Ranger 23, Gary Kneeland; 3) **Red Boat**, Cal 29, Buzz Sanders.

Women's Racing Association

Sandi Harris' **Menehune** and Barbara Adams' **Mytoy** lead after the first three races

Joe Therriault heels 'Sundown' to make the best of light wind on his way to a win in the Vallejo 1-2 Race.

in the Women's Racing Association fall season.

Two races remain: November 14 and 28.

Standings after three races:

DIVISION I — 1) **Menehune**, Islander Bahama, Sandi Harris; 2) **Ragun Cajun**, Merit 25, Gayle Vial; 3) **Cracked Crab**, J/24, Sue Gombasy.

DIVISION II — 1) **Mytoy**, Ranger 26, Barbara Adams; 2) **Gusty**, Santana 22, Pat Bykoff; 3) **Sweet Breeze**, Cal 20, Mary Koffey.

SCC Night Race

Night racing on the Bay has some special attractions and challenges. The city lights are beautiful, wind is moderate, and temperatures are sometimes warmer than the daytime. But you can't see the telltales as well, so you rely more on the feel of the boat to know if your sails are trimmed. You also have to keep alert to avoid collisions in the dark.

The Sausalito Cruising Club' fourth annual Night Race October 2 offered a sampling of night racing experiences. It was a clear, warm night with a nearly full moon.

The sun set 10 minutes before the 7 p.m. gun, the wind held steady at 10 knots and someone — we won't say who — ran into the lighted Knox buoy.

It wasn't the only mishap of the night. After the post-race party one boat ran aground twice trying to leave the dock at low tide. Instead of heeling the keel out of the mud by standing on the rail, the crew took direct action. While their peers cheered from the club deck, crewmembers jumped in the water and pushed the boat off the shoal.

Thirteen boats made the 8.7-mile race, starting and ending at Little Harding, rounding the Crissy mark and sweeping down the Cityfront to Blossom Rock. "There aren't many short night races," said organizer Gregg Wrisley. "It's an opportunity to see how beautiful it is out there at night."

The results:

SPINNAKER DIVISION — 1) **Jimnali**, J/24, Jim Garrett; 2) **Impulse**, Cal 2-29, Floyd Rector; 3) **Perezoso**, Excalibur 26, Denny Sargent.

COLUMBIA CHALLENGER ONE DESIGN FLEET — 1) **Osprey**, Jim Adams; 2) **Shay**, Rich Stuart; 3) **Murphy's Law**, John Murphy.

Sih Brothers' 470 Campaign

The Sih brothers (pronounced SEE) of Novato are running a family-oriented campaign for a 470 berth in the '88 Olympics. If they make it to Pusan, South Korea, it may be partly thanks to mom's cooking.

When the Brady and Bryant get back to their motorhome after a hard day on the water, mom has a home-cooked meal waiting. "It's great," said Brady. "We don't have to worry about food or laundry."

A couple of weeks ago Brady and his brother had just finished some practice races in Long Beach and were about to leave for Texas for the 470 Nationals hosted by the Fort Worth Boat Club. Brady is 17 and doesn't have his drivers license yet, so brother Bryant, 20, and mom trade off at the wheel. "That way we can go 10 or 12 hours a day," Brady said. Their campaign is costing about \$70,000 over two years, much of it donated by the Richmond YC.

They were ranked fifth nationally in 470s last year and sixth this year. But Brady says they've been hot on the heels of the second- and third-ranked teams lately, and he thinks they have a good shot at making it. Brady is taking a year off school to concentrate full-time on their campaign. He would have

been a senior this year at a private school in San Jose.

The Sih brothers have been sailing together since 1984. They competed in the Laser II Worlds in San Diego that year and got into the 15-foot Olympic class boat by using their dad's 470 to practice for Laser II races. National ranking for the coming year will be determined by two series, the one in Texas and the 470 Midwinters in Miami early next year. Brady is optimistic about moving up in the ranking next year.

"We dropped a little this year because I was going to school and we had trouble getting to regattas early and getting enough time to practice," he said. "It's a new year and a new ranking system. We're really going to put out."

Small Boat Racing Association

J.A. Vincent, first chairman of the Small Boat Racing Association when it was formed in 1937, was on hand October 17 at Richmond YC to celebrate the group's 50th anniversary.

Some boats that are now somewhat rare on the Bay, such as Zephyrs, Contenders and Thistles competed in a pursuit race in the Richmond YC turning basin as part of the celebration. Everybody started together, with courses of 3, 4, and 5 miles, depending on the rating of the class. Allan Norman's 505 won the race, but the event was more ceremonial than competitive. There was also an El Toro team race involving 10 boats.

The SBRA was formed by Snipe, Moon and Sun sailors from Richmond, Richardson Bay and San Francisco yacht clubs after



seven Snipes capsized during a YRA race on the Bay. The new group started sponsoring races for smaller one-design boats in sheltered water, and over the years 75 classes have been active in the association.

Bruce Arnold of Richmond YC was named SBRA yachtsman of the year, and Encinal YC won the trophy for best small boat regatta of the year.

Richmond YC harbor was a mass of dinghies for the Small Boat Racing Association's 50th Anniversary celebration.

Catalina 27 Champs

Ray Nelson in Freya led 10 Catalina 27s in light South Bay air for the class Northern California Championships off Ballena Bay September 26-27.

For the first time inboard and outboard

SUMMER BEER CAN SERIES FINAL RESULTS

Beer Can Series Wrap-Up

Unless it's deadline week, the Big Guy almost always lets us off early to do the beer can races. "Get out there in the field," he always says. "The stories aren't here at your desks!"

We don't need to be told twice — before he can change his mind, we're history. A quick stop at the 7-Eleven for a suitcase of Buds and a few bags of chips, and we head down to the boat for an evening of low-key racing. To be honest, once every month or so, we even get organized enough to hire a diver to clean the bottom. Since Latitude's

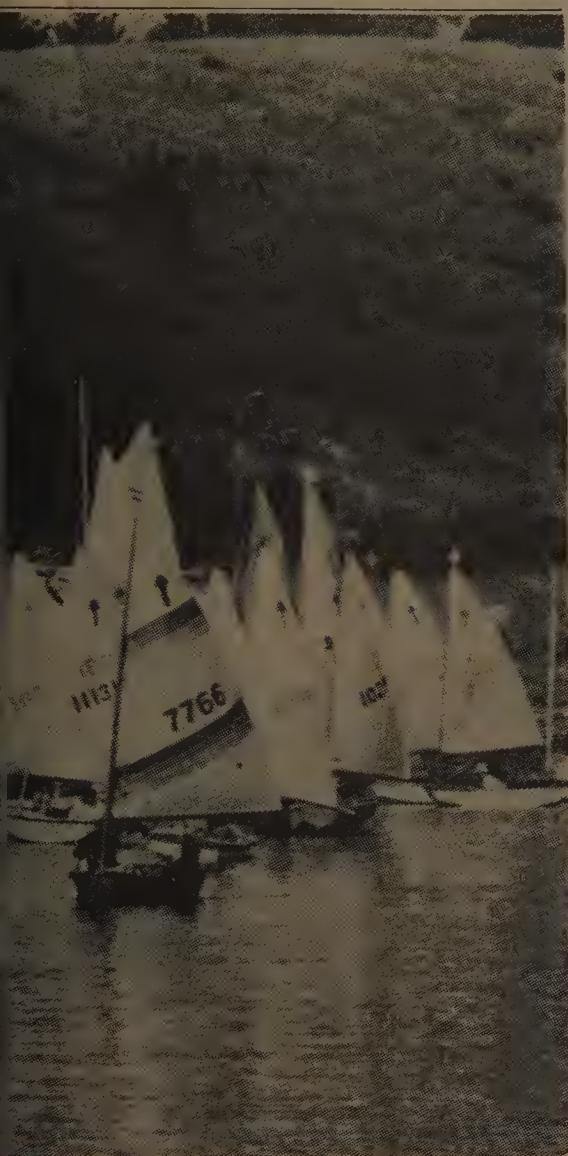
not big enough to have a company softball team, and we're not much for bowling leagues, we sometimes attack the after-work races *en masse*.

This summer, we even turned one series — the Sausalito Cruising Club's Friday night races — into our personal playground. Latitude 38 boats swept the top three places in Class A; the advertising department won editorial, second, and the art department was third. True, there were only four or five boats in our fleet, but we'll take our wins where we can find them.

But seriously, aren't beer can races great?

We've always treated them as an excuse to mess with oversized sails, or maybe switch positions on the boat. We've also been known to do a little primary research on the effects of pounding down "thought cylinders" (read: cold ones) on our performance on the course. Handicapped racing, right? But that's another story.

The art of beer can racing was either invented or perfected on Wednesday nights in Santa Cruz. It's so mellow down there that they don't care who wins — first around the course, first to the bar. Participation is a big thing, too. It's not uncommon to see 10-15



boats were given slightly different handicaps — inboards were given a six-second-per-mile advantage. Fleet organizer Karl Dake said the 200-pound inboard seems to be a slight disadvantage in light air, but a plus in better wind.

The NCCs consisted of two races Saturday and one Sunday, with a party Saturday night at the Ballena Bay YC. The competi-

tion was tight in each of the six-mile events, with three-boat overlaps at most of the marks.

Dake said the fleet is working on the owners of the other 400 or so Catalina 27s on the Bay to get them involved in racing. If you're interested, call Dake at 525-4136.

The winners: 1) Freya, Ray Nelson, San Francisco; 2) Sundance, Bob Carlen, Ben Lomand; 3) Chiquita, Hank Schade, San Francisco.

Kostecki Wins at Pusan

"We were told sailing in Pusan would be like Newport Beach. Instead it was really windy, with big waves and currents. We felt right at home!" John Kostecki thusly summed up his latest road trip, this one to the Pre-Olympic regatta in Pusan, Korea. Despite developing a healthy disrespect for Korean food, Kostecki and longtime crew Will Baylis and Bob Billingham took the gold medal in the Soling class. Behind them were the Swedes, the Danes, the Russians, the West Germans, and, in sixth place, American Dave Curtis.

The regatta, which is a dry run for the real thing next summer, allowed each country to send two representatives in each of the seven Olympic classes. The U.S. took home seven medals — Rhode Islander Ed Adams took a Star gold, while Scott Steele in sailboards and Lisa Niece in the women's 470 class each won silvers. Getting bronze medals were J.B. Braun in Flying Dutchmans, Gary Knapp in Tornados, and Scott MacLeod in Finns. Just out of the money in fourth place were San Diegan Brian Ledbet-

ter in Finns and San Francisco's Steve Gould in Stars.

Kostecki, a 23-year-old sailmaker, is starting to look unstoppable in his quest for Olympic gold. Since August, he's won an amazing six regattas in a row — the J-24



John Kostecki found Bay-like conditions in a pre-Olympics regatta in Pusan, South Korea.

NA's, followed by a rack of Soling wins: the Pre-Trials, the Pan Am Games, the NA's, the Pusan regatta, and most recently a Northwest regional championship in Seattle.

Aside from being physically exhausting, it's not cheap to conduct an international

BEER CAN SERIES RESULTS — CONT'D

people on one boat. The record, we're told, is 40 on Scott Pine's Notorious. We like that attitude.

In the same laid-back spirit, two other clubs, Richmond and Berkeley, hold Friday night beer can races but don't bother keeping score. We were able to track down nine other sunset series that did keep track of their results. Eight of the nine (Encinal YC's Friday night series is still up in the air pending protests) follow in no particular order:

Mark Murray, 47 points: 1) (tie) Amapola, Star, Bob Hall, 47; 3) Carrera, Soling, Lloyd Benson, 43.

SPINNAKER under 150 — 1) Hana Ho, SC 50, Rolfe Croker, 73; 2) Ollas, Pearson 10 M, Ed Kirwin, 67; 3) Dragon, J/35, Richard Morse, 58.

SPINNAKER over 151 — 1) Jimnali, J/24, Jim Garrett, 59; 2) Balzaphire, Islander 28, Anthony Fisher, 55; 3) Oleana, Morgan 30, Art Muller, 51.

NON-SPINNAKER under 180 — 1) Gryphon, Catalina 30, David Boring, 108; 2) Re-Quest, Express 37, Glenn and Gaby Isaacson, 67; 3) Shearwater, Cal 34, Tom Tatum, 34.

NON-SPINNAKER over 181 — 1) Makken, Knarr, Monty Rawlings, 81; 2) Rosanna, Santana 22, Harry Allen, 52; 3) Taereste, Knarr, Casey & Bogardus, 50. 81 entries, 21 races.

Corinthian YC Friday Nights
OLYMPIC CLASS — 1) (tie) Gael Force, Soling

Bay View Boat Club Friday Night Madness

DIVISION 1, under 275 — 1) Chewink, Golden Gate, Tim Donneley; 2) Northstar, Peterson quarter-ton, David Casie; 3) Kaper, Folkboat, Deborah Jose.

DIVISION 2 over 276 — 1) Nuages, custom sloop, Corrine Woods; 2) Spanky, Caranita, Jimmie Brown; 3) Sita, custom sloop, Carl Hubbel. 32 boats. Best 10 of 14 races.

Vallejo YC Wednesday Nights

SPINNAKER under 173 — 1) Zinfandel, Newport 30, George VanDolson, 28.25 points; 2) X-TAC, Olson 29, Bill Switzer, 37.75; 3) Ariel, Cal 40, Lastufka & Harbek, 40.

campaign. A group of local BMW dealers is helping defray Kostecki's costs, providing him with a new boat and picking up some travel expenses. Don't be surprised if you see John sporting a BMW jacket these days, or flying a BMW chute in practice. No car — yet.

When asked what his immediate plans included, John replied emphatically: "rest!". Kostecki admits to being pretty burned out at the moment, and is looking forward to a few months off the race circuit. It all starts up again in late December when he'll head Down Under for the Australian Soling nationals, the Soling Worlds, and the J-24 Worlds.

Wabbit Nationals

Patrick Vincent and Gary Edwards maintained their stranglehold on the Wabbit class championship when they defeated 12 sisterships to win the Richmond YC hosted Nationals on September 25-27. This is the fifth time the *One Wabbit* team — with Pat driving, Gary on the wire, and, this year, Steve Smith, rounding out the trio — has won the title. In fact, since the Wylie designed, Kim Desenberg-built thrill machine was introduced in 1981, these guys have won every Nationals except last year's on Lake Tahoe (Patrick missed the first day when his car died on the way up).

Last year's champ and this year's runner-up was George Pedrick, sailing his girlfriend Jean Harris' boat *Ricochet*. The windy six-race series, which was run primarily in the Southampton Shoals area, came down to

the wire between Pedrick and Vincent. In what was essentially a two boat regatta, the boats match raced throughout the crucial last race, with Pedrick coming up on the short end of the stick. Another guest skipper, Colin Moore, sailed Dan Salva's *Wabbit Mad Hatter* to third place.

The results:

1) **One Wabbit**, Gary Edwards/Pat Vincent, RYC, 9.15 points; 2) **Ricochet**, Jean Harris/George Pedrick, EYC, 11.15; 3) **Mad Hatter**, Dan Salva/Colin Moore, Lake Tahoe, 25.15; 4) **Wubber Dolly**, Aaron Sturm, Coronado Cays YC, 26.2; 5) **Mr. McGregor**, Kim Desenberg, RYC, 33.

Six Meter Worlds

St. Francis IX, representing the yacht club of the same name, came in fourth overall in the Six Meter Worlds on Long Island Sound in late September/early October. The San Francisco team was tossed from the last of the six races — which they won by a whopping three minutes — for being in a minor fender-bender at the first windward mark. Unfortunately for skipper Paul Cayard and crew — Tom Ducharme, Scott Easom, John Wright, and Hank Stuart, the DSQ cost them a regatta which they appeared to have wrapped up.

Twenty-three boats from nine nations competed in the Seawanaka YC hosted event. Last year, *St. Francis*' two-and-a-half year old Pelle Petterson design came in second at the Worlds. The fourth place finish this year — not to mention the ominous pattern of their finishes (in order: 1,2,3,7,8,24) — is actually the worst showing ever for the boat. What's the deal, we wondered — is the



Express 27 'Sweet Pea' lost her mast during PCC's on the Bay Columbus Day weekend.

party over? Are the ashtrays full (metaphorically speaking, of course)? Should the club get a new boat? "No worries," said bowman Ducharme: "It's still one of the fastest Six Meters in the world."

The results:

1) **Scoundrel**, Bruce Owen, England, 17; 2) **Notorious**, Jorgen Sundelius, Sweden, 18.75; 3) **J Cool**, Peter Norlin, Sweden, 19; 4) **St. Francis IX**, Paul Cayard, U.S., 19.75; 5) **Thisbe**, Peter Bateman, Hong Kong, 25.

BEER CAN SERIES RESULTS — CONT'D

SPINNAKER over 174 — 1) **California Girl**, Cal 29, Ken Flink, 22.25; 2) **Osibisa**, Columbia 30, Margot McKerrow, 33.75; 3) **Sleeper**, O'Day 27, Gary Cicerello, 37.

NON SPINNAKER — 1) **Barbara Ann**, J-32, Norm Owens, 18.5; 2) **Sea Spinster**, Hurricane, Art Kraus, 19.75; 3) **Lou**, Newport 28, 47.75.

Island YC Friday Night Estuary Races

SPINNAKER under 138 — 1) **Top Gun**, Express 27, Bill Mohr, 5.5 points; 2) **Greaseslapper**, J/29, Steve Betts, 8.75.

SPINNAKER 138-171 — 1) **Thumper**, Wylie Wabbit, Colin Moore, 4.25; 2) **Tulawemia**, Wylie Wabbit, Richard Lowell, 6.75.

SPINNAKER 174-201 — 1) **Summertime Dream**,

Schumacher 26, Gerry Cook, 6.5; 2) **Go Lightly**, Hotfoot 20, Brian Leland, 9.75; 3) **Seahawk**, Scampi 30, Stan Wild, 13.75.

SPINNAKER over 201 — 1) **Two-Bits**, Cal T/4, Ray Osborne, 3.

NONSPINNAKER — 1) **Mer-A-Lee**, Coronado 25, Lon Elledge, 4.25; 2) **Blue Chip**, Ericson 23, Pete Ronstock, 6.75; 3) **Starbuck**, Black Sos 30, Don Goring, 8.75.

SANTANA 22 — 1) **Anemone**, Hank Lindemann, 4.25; 2) **Tempest**, Tom Wondolock, 7.75.

J/24 — 1) **Full Tilt Boogie**, Fred Bonati, 4.25; 2) **Phantom**, John Gulliford, 8.75.

Second half results — 4 races.

Sausalito YC Tuesday Nights

SPINNAKER under 150 — 1) **Bondi Tram**, Frers

41, Peter Stocker, 11.75 points; 2) **Maybe**, J/29, John Williams, 14.25; 3) **Mainstrame**, Express 37, Chris Baldwin, 35.

SPINNAKER over 157 — 1) **Boomerang**, J/24, Terry Flannery, 12.75; 2) (tie) **Impossible**, Rangef 23, Gary Kneeland, 21.50; 3) **Jose Cuervo**, Islander 28, Sam Hock, 21.50.

NON-SPINNAKER — 1) **Kestral II**, Knarr, Wayne Stranton, 14; 2) **Windwalker**, Islander 36, David Burton, 14.75; 3) **Camille**, Stewart 42, Bill Permar, 15.75.

10 races, 2 throwouts.

Sausalito Cruising Club Friday Nights

SPINNAKER under 200 — 1) **Misfit**, Islander 36, Tim Stapleton, 6.75 points; 2) **Sundance**, SC 27, Rob Moore, 9.5; 3) **Little O**, Olson 30, Karen



Nimitz Regatta

Colin Moore's *Wylie Wabbit Thumper* stomped on the 16 boats sailing in the annual Berkeley YC Nimitz Regatta on October 17. Moore won overall by 7.5 minutes over the next boat, *Whimsical*. The small fleet was sent from Mark 14 (the nearest buoy to Southampton Shoal) on a 14.5 mile double triangle course which used Alcatraz as the weather mark twice. Race committee chairwoman Bobbi Tosse blamed the poor attendance on "the finite crew pool theory — too many regattas, not enough crew". It was a

busy weekend for racing.

The results:

- Div. A — 1) **Troubador**, Swan 46, Jim Diepenbrock, CYC.
- Div. B — 1) **Thumper**, Wabbit, Colin Moore, RYVY; 2) **Savoy Truffle**, Whiting ½ ton, Peggy Hickman, BYC; 3) **Hot Flash**, SC 27, Regine Boysen, BYC.
- Div. C — 1) **Phantom**, J-24, John Gulliford, DSC; 2) **Rajun Cajun**, Merit 25, Gayle Vial, BYC; 3) **Hot Chocolate**, Newport 30, Don Oliver, BYC.
- Div. D — 1) **Whimsical**, Cal 25, David Stone, CSC; 2) **Balzaphire**, Islander 28, George Horsfall, CYC; 3) **Rolling Stone**, Catalina 22, Rebecca Danskin, BYC.

BEER CAN SERIES RESULTS — CONT'D

Bengtsson, 9.75.

SPINNAKER over 200 — 1) **Twisted**, Ranger 23, Don Wienke, 3; 2) (tie) **Impossible**, Ranger 23, Kneeland/Newbury, 18; 2) (tie) **Shanghai Lil**, Gary Wienke, 18.

NON-SPINNAKER — 1) **Anlana**, Swan 38, Eric Schou, 6.5; 2) (tie) **Amanda**, Newport 30 II, Patrick Broderick, 17; 2) (tie) **Bombay Girl**, Coronado 25, Jack Ferrari, 17.

Second half, 4 races.

Golden Gate YC Friday Nights

DIVISION 1 — 1) **Peaches**, Express 27, Tom Martin, 10 points; 2) **Ruckus**, Newport 30-III, Paul Von Wiedenfeld, 18.75; 3) **Widgeon**, Bird, Heinz Backer, 31.

DIVISION 2 — 1) **Caliban**, Cal 20, David Green,

11; 2) **Crazy Jane**, Thunderbird, Doug Carroll, 13.75; 3) **Windfall**, Ranger 26, Roy Kinney, 26.

SANTANA 22 — 1) **Shazam!**, Bud Sandkulla, 8.75; 2) **Gusty**, Jon Byckoff, 14.5; 3) **Esea Rider**, Joseph Schmidt, 18.75.

8 races, 1 throwout.

GGYC Woodie Wednesdays

FOLKBOAT — 1) **Chuck Kaiser**, 7.25 points; 2) **Otto Schreier**, 17.50; 3) **Mickey Waldear**, 27.75; 4) **Ed Welch**, 34; 5) **David Boyd**, 42 (16 boats).

KNARR — 1) **Matt Blake**, 16.25; 2) **Williams/Stranton**, 16.75; 3) **Jim Skaar**, 31; 4) **Chris Perkins**, 37; 5) **Grant Settemier**, 46.75. (18 boats).

T.O.D. — 1) **Tom Allen**, 7.75; 2) (tie) **Noel Markley**, 26; 2) (tie) **George Degnan**, 26. (7 boats).

10 races, 2 throwouts.

Pam Poletti's 470 Bid

Running a campaign to make the women's Olympic 470 sailing team is more than just sailing — in some ways it's like running a small business. So reports Pam Poletti of Ross: "You spend 20 percent of your time sailing; the rest is fundraising, meetings and working out."

As with any business, Pam and her partner, Susan Blackman of Long Island even put out a financial spreadsheet, mailed with their monthly newsletter. So far they've survived on small donations (less than \$100) from a lot of friends and relatives. Pam figures they've spent \$25,000 since April. The whole campaign, including a new boat, will run about \$57,000.

They were the sixth-ranked U.S. women's 470 team going into the 470 Nationals near Dallas, Texas, in late October. We'll tell you how they did next month.

Pam was part of the winning J/24 crew in the Women's Keelboat Worlds in Newport, Rhode Island early last month. Also aboard were Jennifer Dunbar of San Francisco and

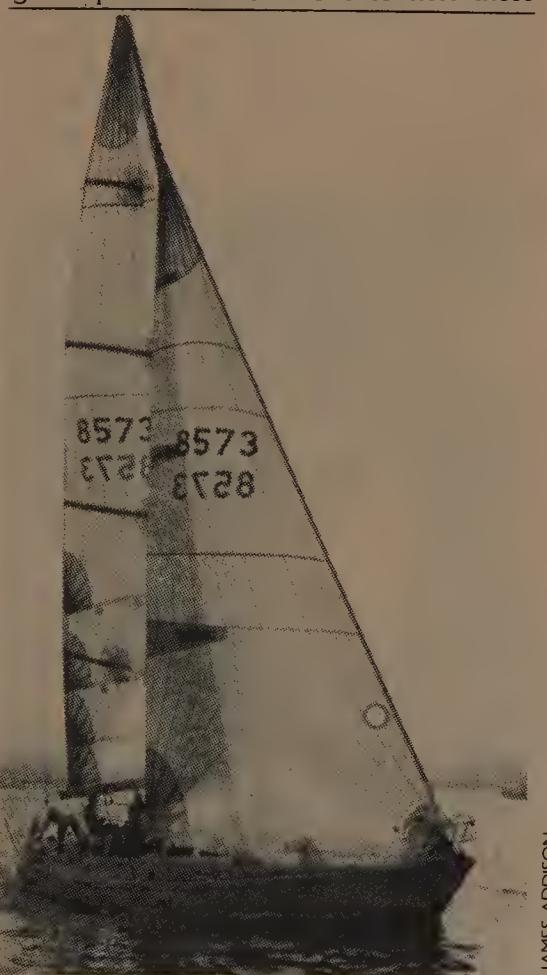


LATITUDE/SARAH

* Pam Poletti's Olympic 470 campaign is just one of her sailing interests.

J.J. Isler of San Diego.

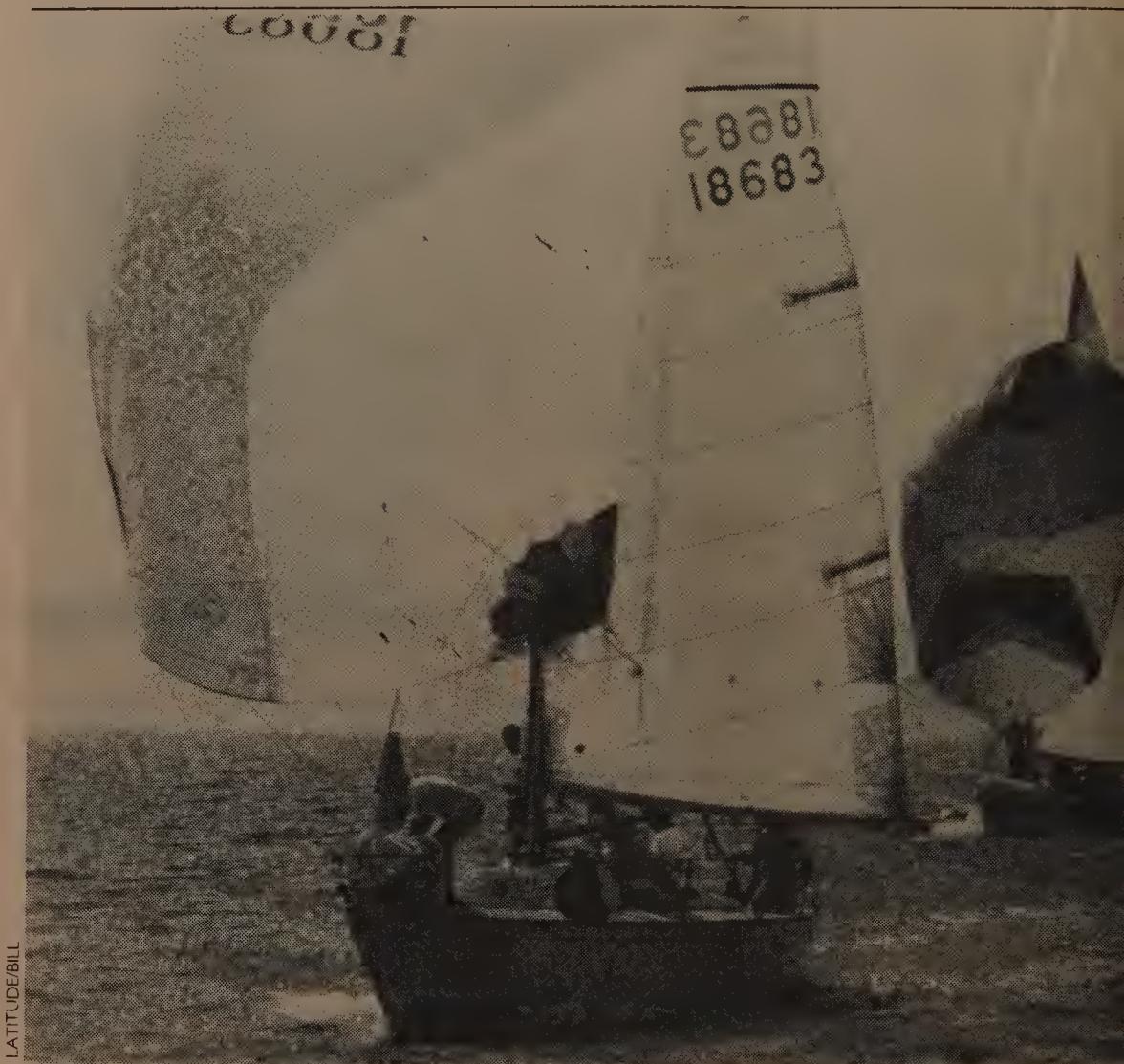
After the Texas series Pam plans to come home for awhile before going to Sydney, Australia to train for the women's 470 Worlds to be held in Rio de Janeiro in late February.



'National Biscuit' tunes up for Hot Rum Series in San Diego.

JAMES ADDISON

days) and boat name. But, he explained, "most of the action on the Bay is in the IOR II group. Besides, it's a fun size, and having



'Cheers' leads Santana 35 fleet to leeward mark in Schock Regatta.

fun has always been the overriding principle on my boats."

The boat, which we figured would be called *Recidivist* or *Capital Punishment*, turns out to be named after a company whose stock Colin unloaded for a healthy profit recently. The sleek white craft, which has a fuchsia bootstripe ("think pink"), features mostly North sails, an inverse tapered Farr 40-like Sparcraft rig, Lewmar winches, and a powerhouse 100 watt Nagamichi tape deck for those dockside stereo wars. The 8,700-pound yacht has a provisional rating of 28.25 under the rule, about a foot lower than Schumacher's enormously successful 38-foot *Wall Street Duck*.

"We'll be as fast as the *Duck* upwind, and run circles around it downwind," claims Case. While Colin shakes the bugs out of the *Biscuit* every weekend, Jim Betts is back to work on two more projects — an aluminum (!) N/M 70 like *Pywacket* for San Diegan Les Crouch and a 50-foot N/M IOR 40-rater for a Japanese businessman. And we thought the IOR world was shrinking . . .

Schock Regatta

It took a while for racers to catch on to the concept of team racing, but once they did it was something to watch. Boats would approach the finish line, then realize that they could help their team score more by helping a teammate. Instead of crossing the finish line, they'd go back into the pack and try to slow down a competitor by luffing up or flogging the main to disturb the wind so that a teammate could get a better finish.

"It was an introduction to team racing for most people," said Dick Pino, who sailed on the Santana 35 *Wide Load*. "It was fun to watch when they caught on in the second or third race on Saturday."

The regatta October 17 and 18 was held on the Berkeley Circle and was partly sponsored by the W.D. Schock Corporation, builders of the Santana line. There was a Santana 35 one-design division of 12 boats and a 10-boat PHRF class.

The results:

SANTANA 35s — 1) Blue Team, consisting of *Wide Load*, *Picaroon*, *Breakout*, *Nagisa*, *Swell Dancer* and *Cheers*. 2) Yellow Team — *Dance Away*, *Dream Machine*, *Tinsley Light*, *Sassenach*, *Flexible Flyer* and *Flrecracker*.



PHRF — 1) Yellow Team — Serendipity, Schock 23; Illusion, Santana 23; Peppermint, Santana 30/30; Gust Buster, Santana 22; Gust Ho, Santana 20. 2) Blue Team — Wildfire, Santana 30; Christie Lee, Santana 30/30; Soliton, Santana 20; and two boats with no names, a Santana 20 and a Wavelength 24.

All-Islander Regatta

Thirty-one Islander 28s, 30s and 36s signed up for the All-Islander Regatta hosted October 10-11 by the Tiburon YC. Two races Saturday and one on Sunday were held in mostly light air on North Bay courses.

Scoring was complicated by the fact that modified — technically ineligible — boats were allowed to race with stock boats, and different classes used different scoring procedures.

Combined overall results:

ISLANDER 28 — 1) Shanghai, Ken Jesmore, SFYC; 2) Sagitta, Fred Conta, TYC; 3) Summertime, Bruce Sams, SFYC.

ISLANDER 30 — 1) Current Asset, John Bowen, IYC; 2) Anonymous, Ed Perkins, TYC; 3) Elf, Dick Casey, TYC.

ISLANDER 36 — 1) Grumpy Dog, Cindy Hessenbruch, StFYC; 2) Shenanigan, Mike Fitz-Gerald, TYC; 3) Top Cat, Alan Sebastian, IYC.

Long Beach-Cabo Race

At last count 48 boats had signed up for this year's Long Beach-Cabo race November 13-21 and Race Chairman Roby Bessent said it may be the biggest fleet ever. Six years ago the windy leg from Cabo to La Paz was dropped, which probably helped the race's popularity.

The 800-mile race has been held on odd years since 1965, alternating with races from Newport and Los Angeles which also end in

Cabo. The Newport race is held in March and the Los Angeles race, which goes around Guadalupe Island, is run in November.

The Long Beach-Cabo race is usually held during a full moon, but this year, because of a conflict with Thanksgiving, the moon will be a thin sliver in the sky. Veterans describe past races when the waves glistened in the moonlight like big moguls at Squaw Valley.

The entry list, as of October 21, is below.

Long Beach Yacht Club Cabo San Lucas Race

Boat Name	Boat Type	Rating	Skipper	Yacht Club
IOR				
<i>Hotel California</i>	SC 70	70.04	John Wintersteen	CYC
<i>Pyewacket</i>	N/M 68	70.0	Roy Disney	LAYC
<i>Sorcery</i>	Mull 82	69.86	Jake Woda	PMYC
<i>Prima</i>	N/M 68	69.74	Livingston/Feuerstein	DRYC
<i>Citius</i>	N/M 68	69.50	David Askew	LBYC
<i>Ragtime</i>	Spencer 62	68.69	Pat Farrah	LBYC
<i>Winterhawk</i>	Farr 68	62.48	Hal Day	BCYC
<i>Emily Carr</i>	SC 50	57.00	Lani Spund	CBYC
<i>Black Silver</i>	Parr 58	56.50	Steve Steiner	LBYC
<i>Franstastic</i>	N/M 55	55.00	Phil Murray	LBYC
<i>Miramar</i>	Ketch	48.24	John Scripps	SDYC
<i>Predacious</i>	Baltic 48	38.64	Arnie Nelson	DRYC
<i>Dolphin Dance</i>	Baltic 43	34.10	Philippe Kahn	SCYC
<i>Gusto</i>	Swan 441	33.28	Peter Noonan	SIFYC
<i>Toboggan</i>	Swan 42	33.00	Paul Queyrel	TYC
PHRF				
<i>Merlin</i>	Lee 67	.72	Dixon Hall	CBYC
<i>Christine</i>	Cust. 84	.60	Fred Preiss	PMYC
<i>Joss</i>	Mac 65	.48	Richard Daniels	LBYC
<i>Fastrack</i>	Mac 65	.45	Michael Paseik	BCYC
<i>Lean Machine</i>	Mac 65	.39	Thomas O'Keefe	OBYC
<i>Zeus</i>	Mac 65	.12	Hal Nelson	MYCO
<i>Whistle Wind</i>	Parr 55	6	Kerry Choppin	SBYRC
<i>Upbeat</i>	SC 50	9	Reese Lane	CYC
<i>Rocket</i>	SC 50	12	Mark Bleiweis	DRYC
<i>Cipango</i>	SC 50	12	Evan McLean	LAYC
<i>Emily Carr</i>	SC 50	15	Lani Spund	CBYC
<i>Roller Coaster</i>	SC 50	18	Wales/Weick	EYC
<i>Flight</i>	Olson 40	36	Fred Hammett	SDYC
<i>Predacious</i>	Baltic 48	42	Arnold Nelson	DRYC
<i>Windsurfer</i>	Olson 40	48	Walter Schneider	AnYC
<i>Rambunctious</i>	Olson 40	48	Mike Campbell	LBYC
<i>Cygnus</i>	Swan 51	54	Noel Cobbs	SBYRC
<i>Hailor</i>	Swan 51	54	Alan Harbour	SLBYC
<i>Janelle Marie</i>	Formosa 56	56	John Boscarello	EYC
<i>Galatea II</i>	Swan 57	57	Nigel Blackbourn	RMYS
<i>Dolphin Dance</i> *	Baltic 43	60	Philippe Kahn	SCYC
<i>Trumpeter</i>	Swan 46	69	Ernie Townsend	BCYC
<i>Gitane</i>	Columbia 52	75	Ronald Ricker	SBYRC
<i>Ariel</i>	T 40	78	Hugh McIntyre	CYC
<i>Millennium Falcon</i>	CF 41	84	David Turner	LAYC
<i>Valkyrie</i>	Swan 38	120	Warren Rosendale	BCYC
<i>Gypsy Warrior</i>	Freya 39	141	Rick Gio	SRYC
<i>Misfit</i>	Islander 36	144	T. 'Chuckles' Stapleton	SSS

*double entry

Jim Ong Triangle/ Half Moon Bay races

The fall ocean series ended in light air — in fact nobody finished the return leg of the Half Moon Bay race October 5.

"We started back with the drifter, scratching every inch of the way," said John Liebenberg on *Bloom County*. "We kept trying until 6 p.m., but we were seven miles from the No. 2 channel marker and knew we couldn't make it in by the 10 p.m. shutoff. The wind was dying all along."

Twenty boats did the 43.3-mile Jim Ong Triangle September 26 to Duxbury, the lightbucket and back to the finish at Golden Gate YC.

The results:

JIM ONG

IOR II — 1) **Sunstreaker**, custom Castro 37, Colin Case; 2) **Abracadabra**, X-102, Jeffrey Samuels; 3) **Annalise**, Wylie 34, Paul Altman.

PHRO — 1) **Acey Deucey**, Santa Cruz 50, Richard Leute; 2) **Mary Jane**, Luffe 44, Lon Price; 3) **Bandito**, Farr 36, Ed Lawrence.

MORA I — 1) **Friday**, Express 27, John Liebenberg; 2) **New Wave**, Express 27, Hill Blackett; 3) **Bloom County**, Mancebo 31, Carl Ondry.

MORA II — 1) **Unity**, Capo 26, Bud Fraze; 2) **Roulette**, Ranger 28, Jerry Ingalls; 3) **Achates**, Newport 30-II, Schock/Schultz.

SSS — 1) **Quattro Equis**, Farr 10-20, Paul Steinert; 2) **Emerald**, Yankee 30, Peter Jones; 3) **Club Dead**, Yankee 30, Geoffrey Faraghan.

HALF MOON BAY

IOR II — 1) **Abracadabra**, X-102, Jeffrey Samuels; 2) **Petard**, Farr 36, Keith Buck; 3) **Petrified**, Burns 31, Moss/Levin.

PHRO — 1) **Acey Deucey**, Santa Cruz 50, Richard Leute; 2) **Mary Jane**, Luffe 44, Lon Price; 3) **Rocinante**, Beneteau 42, Alex Malaccorto.

MORA I — 1) **Bloom County**, Mancebo 31, Carl Ondry; 2) **Friday**, Express 27, John Liebenberg; 3) **Bloody Mary**, Santa Cruz 27, Franz Klitz.

MORA II — 1) **Current Asset**, Islander 30 II, John Bowen; 2) **Roulette**, Ranger 28, Jerry Ingalls; 3) **Unity**, Capo 26, Bud Fraze.

SSS — 1) **Club Dead**, Yankee 30, Geoffrey Faraghan; 2) **Talnui**, 40-foot catamaran, Peter Hogg; 3) **Moonshadow**, Cal 29, Dean Minix.

J/29 One Design Class — 1) **Maybe**, John Williams; 2) **J-Spot**, Tom Fancher; 3) **In The Bagg**, Kevin Bagg.

Women On Top in Monterey Series

Odd as it may sound, the critical race for Susie Snyder and Rainy Bassano's all-woman crew was the one that didn't count.

They would ultimately sail *Pacific High*, the Olson 30 forerunner, to victory in last summer's Monterey Bay Yacht Racing



'Caerthan' and 'Waverunner' cross tacks with the MacGregor 65 'Zeus' at the start of the Half Moon Bay Race.

Association series. The series consisted of five medium distance races (33 to 46 miles) between April and September. Racing was under the PHRF system. Eighteen boats signed up for Class A; seven in Class B.

The one that didn't count was the season opener, April 18's 33-miler from Moss Landing to Santa Cruz.

"We thought we had a good boat and a lot of experience in the crew, but we weren't very sure of ourselves," Snyder said.

The crew slept on the boat the night before the race. "When we woke up, the wind was howling above 30 knots."

This would be it; the 'gut check'. It turned out to be a pounding race, sailed in lumpy seas and gusty winds. Many boats dropped out in Santa Cruz, skipping the return leg to Moss Landing. The women on *Pacific High*, however, had stuck it out.

"It felt good to finish," Snyder said. "Our biggest fear had been sailing in big wind."

As it turned out, the first race results were chucked when the weather mark was determined to have been more than a mile off station. So while the women's perseverance in the first race hadn't given them a lead over the boats that had dropped out, it had given them something greater; the confidence they could handle difficult situations.

"Once we got that out of the way," Snyder remembers, "everything else was a lot easier."

"We sailed conservatively," Snyder recalls of the rest of the series, "but we were never bored. In one race from Monterey to Davenport, we tried to get by an Olson 30 for about 30 miles. It was really exciting when we

finally passed them. Then there was a screaming neck-and-neck spinnaker reach to the finish. We had to round-up to get across the finish line."

In the remaining races, the women drove *Pacific High* to finishes of 1-2-4-2-1, to easily beat out Bill Keller's *Santana* 35, *Carnival*. They, along with other top finishers, were honored at the Elkhorn YC in Moss Landing on October 17.

The other members of *Pacific High*'s victorious crew included Pitter Fox, Carol Coatney, Bonnie Laird, Alphea Edmondston, Diana Halterman and Lu Lee. Alternates that sailed more than one race were Syd Moore and Ruth Adridge.

It was two years ago that Snyder and Bassano began forming a women's crew. This was the year they decided to get serious. Although the boat normally is sailed with a crew of six or seven, the women used eight. "We're light and needed a few extra hands."

Designer George Olson helped Snyder and her friends build the boat from scratch in 1978. Involved were Susie and her husband, Don, remember Rainy Bassano and her husband, Dennis, plus Lin Neale. It took five months, working mostly during evenings and weekends in a shop rented from Ron Moore (of Moore 24 fame) in Santa Cruz.

(The Monterey Peninsula series is not to be confused with the Santa Cruz Ocean Racing Extravaganza — SCORE — series, which consists of shorter races between April and November.)

Monterey Bay Yacht Racing Association results:

DIVISION A — 1) **Pacific High**, custom 30-footer, Snyder/Bassano, Santa Cruz YC, 9.5 points; 2) **Carnival**, *Santana* 35, Bill Keller, Monterey Peninsula



YC, 21; 3) **Escape**, Express 37, Steve Dilbeck, Santa Cruz YC 25.75.

DIVISION B — 1) **Cookie Monster**, J/24, David Jones, Santa Cruz YC, 12.25; 2) **Bettina**, Newport 33, Bob Hill, Santa Cruz YC, 14.75; 3) **Dynaflow**, Santa Cruz 27, Mark Dini, Santa Cruz YC, 25.

Calvin Paige Regatta

In sports competition, a tie is supposed to be like kissing your sister or something equally uninteresting. Just ask Canadian Ross MacDonald and Seattle's Carl Buchan. They each travelled a long way to end up tied in St. Francis YC's annual Star boat regatta during the first weekend of October. There was no provision for breaking their tie in the four-race series, so the 12-boat fleet was treated to two winners rather than one.

Buchan had a 1-1-4-2 series, while MacDonald, who's currently the hottest Star sailor in Canada, did it the other way: 2-4-1-1. The "old fox" himself, Seattle Bill Buchan, came in third. Bill, who is Carl's father, distinguished himself at the 1984 Olympics as not only the oldest person on our sailing team, but on the entire U.S. Olympic team as well. He also won a gold medal in Stars, which pretty much is a license to walk on water as far as we're concerned.

Coming in fourth was "The Whip", Larry Whipple, another Star sailor who came down from Seattle. San Francisco sailors didn't fare well in this regatta, which may or may not have been named after Satchel Paige's grandfather.

1) tie: Carl Buchan, Ross MacDonald, 11; 3) Bill Buchan, 22.7; 4) Larry Whipple, 36.4; 5) Ben Mitchell, Jr. 37.4; 6) C.W. Lewsadder, 49.4; 7) Chuck Beek, 50.7; 8) Phil Graves, 50.7; 9) Charles Collins, 60; 10) Terry Bowman, 67.

Silvestri Wins Finn NA's

Twenty-six-year-old Russ Silvestri of Tiburon ran away with the Finn North Americans held here October 2-4. Hosted by St. Francis YC, the three-day regatta consisted of six Cityfront races (one throwout) in a variety of wind conditions. Silvestri wrapped up the series after five races but elected to sail the sixth race anyway. He claimed to want more practice in his tiny one-man torture rack.

Coming in a distant second in the 19-boat fleet was former Tufts University dinghy sailor Peter Truslow, followed by one of the class's young up-and-comers, Lou Verloop, from Florida. Brian Ledbetter and Scott MacLeod — the U.S. Finn reps at the Pre-Olympics in Pusan — dropped into town to observe Silvestri's performance on their way home from Korea. Apparently, they couldn't muster up the energy to compete.

San Diego resident Ledbetter, who's currently the number one Finn sailor in the U.S., and MacLeod qualified to go to Pusan last May at the Pre-Trials in Marblehead, Massachusetts. Silvestri, who was still getting back in the Finn saddle after sailing 12 Meters for a year, didn't make the cut. In fact, as he put it, "I was hellaciously bad".

Since then, things have been looking up for Silvestri: a third at the Nationals in Illinois in early September, a convincing win — straight bullets — at the Pacific Coast Championships in San Diego at the end of September, and then the recent North American's rout. On the strength of his recent performances, Russ is ranked number two in the country, behind Ledbetter and just ahead of MacLeod. The next Finn showdown occurs is the Worlds in Brazil this January.

All three Finn sailors naturally have their Vuarnets focused on an Olympic gold medal next summer, but probably none more than Silvestri. Despite being arguably the fastest Finn sailor in the country in 1984, he missed out on an Olympic berth because of a long and controversial protest. Dismissing that well-publicized debacle as ancient history, Silvestri has recreated the same punishing training regimen that brought him to the brink last time.

"Pain is a big factor in racing Finns," claims Russ, "You have to be able to block out the pain". While leaving the dock in a

Finn looks like a serious exercise in masochism to us, Silvestri obviously loves it. "It's all I think about these days. I'm getting the touch back, as well as the confidence you need to win a gold medal."

Proof of his determination can be found another way. While other boats at the NA's sported whimsical names like *Doggie Breath from Hell* or *Panic in Detroit*, Silvestri's boat was named simply *This Time*. "For the last few years, I called the boat *Next Time*," explained Russ. "The Olympics are coming around again, and for me there's no more 'next time' — now it's 'this time'!"

Yankee Cup

Todd Lee's C&C 35 Mk III *Mesmerize*, with Scott Easom driving, won this year's Yankee Cup. Held October 17-18, the regatta was the annual showdown between HDA division winners to determine the "champion of champions". There is no truth to the rumor that the "trophy" for winning is a 12-second-per-mile ding to your PHRF rating.

Final results of the Yankee Cup may change due to a protest by *Tres Equis* against the two IMS entries, *Expeditious* and the *Express 37 Ringmaster*. The issue centers on whether IMS, which was loosely affiliated with HDA this summer, was eligible to switch to PHRF handicaps at the end of the season in order to compete in the Yankee Cup.

Pending the protest, the fleet finished as follows:

1) **Mesmerize**, 3.5 points; 2) **Expeditious**, 7.75; 3) **Olias**, 10; 4) **Dulcinea**, 11; 5) **Tres Equis**, 16; 6) **Fast Company**, 19; 7) (tie) **Jackrabbit**, 22; 7) (tie) **Sonata**, 22; 9) (tie) **Ringmaster**, 27; 9) (tie) **Quessant**, 27; 11) **Angel Ann**.

Race Notes

"The Bears aren't dead!" said **Rick Hastie** emphatically. Last time we talked to Rick, about a year ago, he had just launched *Calafia*, a never-finished Bear he'd found in a warehouse. Now he's fleet treasurer.

He called again last month to tell us that the Bear Boat awards meeting November 13 will honor **Scott Cauchois**, whose 1987 season marks his 30th consecutive racing season! As far as we can tell, that's a record.

Bay sailors finished first and second in the **505 Pacific Coast Championships** at Los Angeles YC in September. Bruce Heckman and Jeff Miller were first; Sally Lindsay and Stan Honey came in second.

With reports this month from **Misty Lady** on the Big Island; **Mouton Rouge** in British Columbia; **Pacific High** in Venezuela; **Waimea** in American Samoa; **Nanok** in Denmark; **Xanthos** on Costa Rica and Panama; **Sybaris** on Nudoslavia; **Saga** on Malaysia; **Outboard Immersions** anywhere; **Sea Robin** on Chesapeake Bay; and **Mahina Tiare** on the changing cruising scene in French Polynesia. There are no **Cruise Notes** this month.

Misty Lady — Alajuela 33
Gary Jones & Kathleen Morris
Hawaii — The Big Island
(Tucson & San Diego)

We left San Diego on June 25th for an extended Pacific cruise. After a 20-day crossing to Hawaii, we spent four weeks winding down in the Hilo area. What a beautiful place to explore!

From delicate orchids and billowing waterfalls through the lush green jungles to the rumble and roar of an erupting volcano, the Big Island is worth the long passage.

We hiked up the lava flows with fellow cruisers Greig and Leslie Olson aboard their 37-ft trimaran, *Tiva*; John Neal and Barbara Merrett aboard *Mahina Tiare* and Craig and Marsha Sparks aboard the steel Van de Stadt yawl *Gaia*.

One of the things that's surprised us in the

we've seen cruisers show up with nothing to get them around but their deck shoes. Consequently, they end up renting cars for days at a time and blowing their budget right out the porthole.

Some bring bikes; they are great and we highly recommend them if you're in good enough shape. But even with bikes, most people are limited to the sights within a few miles of the harbor.

Our solution to the problem is an older model Honda trail bike: a CT-70. We find that it's small enough to be carried but big enough to haul the two of us plus groceries. We're surprised that no other boat we've seen carries a similar small motorcycle.

Future plans include our cruising Hawaii until March, after which we'll spend a season in Polynesia and then head on to New Zealand and/or Australia.

— gary & kathleen 9/10/87

Mouton Rouge — West Wight
Potter 19
Ron & Aldrene Lamb
Cruising British Columbia
(Morgan Hill)

We recently returned from British Columbia where we delivered 12 issues of *Latitude* to the dock of Princess Louisa Inlet.

Towing our little boat north posed no problem until we found ourselves in downtown Vancouver at rush hour. Somehow the navigator had failed to make the proper readings.

At Pender Harbor on the Seychelt Peninsula we found Duncan Cove resort to be one of the best places to launch a trailerable sailboat. There was, however, a steep and narrow ramp with overhead wires, so we had to raise the mast with the boat in the water. Duncan Cove has nice facilities including clean showers (\$1 Canadian for seven minutes) and a well-maintained campground.

Pender Harbor was also a good place to begin our cruise because of the number of fuel docks. We know 'real sailors' don't need fuel, but carrying 18 gallons of gas came in real handy when we encountered flukey winds and had to make time.

Chatterbox Falls, Princess Louisa Inlet, British Columbia. It's as beautiful as the water is deep and cold.

short time we have been cruising is the lack of planning folks put into transportation once they arrive somewhere. Here in Hawaii

COURTESY MOUTON ROUGE



As a matter of fact, we reached Egmont Harbor in record time since we were going on a flood current and had a light breeze on our stern. This little village was the last outpost before Princess Louisa Inlet, so we stocked up on supplies at the general store and topped off the tanks for the final 38 miles. (Egmont is just around the bend from Skookumchuck Narrows where the current can reach over 15 knots!)

It was a good thing we topped off with fuel because the waters in the fjordlike Jervis Inlet were just about windless until we reached Princess Royal Reach. Luckily the wind was behind us then so we had some good spinnaker sailing.

Timing is important here, too, as Malibu Rapids, at the entrance to Princess Louisa Inlet, must be traversed at slack water. This occurs approximately 24 minutes after high water and 36 minutes after low water at Point Atkinson. At other times sailboats don't have a chance — neither do power-

LATITUDE/RICHARD



boats unless they can hit 30 knots.

Once past the rapids we were struck by the breathtaking beauty of the cascading waterfalls and steep mountains that plunged down to the sea. We Californians didn't realize there could be another place as glorious as Yosemite. But this was only the beginning.

About three miles into the inlet we were treated to the spectacle of Chatterbox Falls, 120-feet high and about half as wide. Since we'd arrived late and in the middle of a rain squall, we were preparing to anchor when we were hailed by a couple of people on the dock that's provided free and maintained by the Princess Louisa Society membership and donations. Sure enough, there was one small space left at the dock, just big enough for our 19-footer.

Several people, including the park ranger, helped up secure our lines. We later distributed half the issues of *Latitude* we'd brought along. The fellow on *Vagabond* from Los Angeles said he hadn't seen a

The harbor entrance at Hilo, Hawaii. Heavy rain often reduces visibility to zero.

Latitude since leaving Mexico four years before. Needless to say he was thrilled to get the latest copy.

The next day greeted us with warm sunshine so we took the recommended — but extremely steep — hike to Old Henry's log cabin next to Snake Falls. The scenery and view of Princess Louisa Inlet from the trapper's cabin (elevation 2620 feet) was well worth the four hour (round-trip) hike.

Life on the inlet was both varied and relaxing. The water was warm enough to swim in and the eating was good. There were oyster beds nearby where you could pry off your dinner with a screwdriver (you haven't lived until you've tasted BBQ oysters in the shell), and occasionally a shrimp boat would steam up and sell fresh prawns for under \$3 a pound.

After dinner was promenade time. All the

boaters and sailors would stroll up and down the dock getting acquainted with new arrivals. One night a 'Toad Party' was held at the open air McDonald Memorial Lodge in honor of a couple that had become engaged. The entertainment included toad races, harmonica playing, and skits performed by some pretty talented kids.

The next day we bid farewell, stopping at the Malibu Club, a Young Life camp that used to be a jet-set resort. They offer free tours and make their own ice cream.

For folks like us, selling the farm and buying a world cruiser will have to wait a few years. In the meantime, we heartily recommend towing a trailerable sailboat to this fantastic destination. Yes, the weather can change quickly, but the Canadians were some of the warmest people we've met and the scenery is unforgettable.

— *ron & aldrene 8/17/87*

Ron & Aldrene — We were up at Chatterbox Falls about 20 years ago and agree with you that the scenery is just fantastic. As we remember it, the water was about 100 feet deep just ten feet from shore. Are there places where it's possible to anchor or must you always tie up to a dock?

The Best Little Whorehouse in Venezuela

**Pacific High — 62-ft Ketch
Bob & Roxana Frank
(San Francisco)**

As you requested, we are sending a few observations from Venezuela.

Our first landfall was Margarita, where we were impressed by the massive amount of high-rise construction, the incredible shopping (free port) and the friendliness of the people. With the dollar as strong as it is against the Bolivar, an American can live for practically nothing. A few examples: beer is 12 cents a can; a litre of rum is \$1; Smirnoff vodka is \$2; a room at the four star Buena Vista Hotel is \$28; a steak dinner is \$2.50.

We then had our boat hauled at a very good yard, Vadarero Caribe, run by an American educated engineer, Michael Plant. The yard is located in Cumana on the mainland and has a large railway that can handle all sizes of vessels. The work done on our boat was very satisfactory and the cost

CHANGES

was 25 percent of what it would have been in Florida. A skilled craftsman bills out at \$25 a day.

When I told the owners of the yard that I was going to write about their good work to a San Francisco sailing magazine called *Latitude 38*, they all burst out laughing. When I asked what I said that was so funny, they told me the local whorehouse is called 'Latitude 38'. So as you can see, you're even famous in Cumana.

From there we sailed through the fascinating and beautiful Mochima area and on to Porta La Cruz. If you ever get to Porta La Cruz, be sure to visit the Guata Caraza or 'crazy bar' for one of the best nights of entertainment you will ever have. Three of us were there drinking, dancing, singing and eating for four hours. My stomach ached from all the laughing. The total cost? Just under \$10! Porta La Cruz was also the jumping off spot for trips to Angel Falls and Caracas.

At Isla Los Roques we had the best diving ever. We were able to live off the sea, having conch and lobster for dinner six of the seven nights we spent in these fascinating islands. We only saw one American boat in Los Roques; *Inshallah* from San Francisco. We shared many fine times gunk-holing together.

The Europeans, however, have certainly discovered Venezuela. We saw a number of boats with French, German, Italian and Dutch flags. We were continually surprised at how few American tourists, by boat or land, we saw.

We feel a big plus for the area is that there weren't any charterboats. The result is you feel like you're visiting the Virgin Islands before anyone was there.

In conclusion, we have nothing but good comments on all aspects of Venezuela. Now we are going to Bonaire for what is reported to be the best diving in the hemisphere.

— bob & roxana 10/1/87

Waimea — Passport 40

Richard Derickson & Jill Neidrauer
Pago Pago, American Samoa
(Redwood City)

Hi Mom!

We left Redwood City on October 30 of last year and headed south. We had ten days 'most alone at anchor at Emerald Cove on

Catalina, our first real taste of living on the hook. It was great!

We departed San Diego on Christmas Eve with Rich Brodersen. There was so little wind that three days later we could still see San Diego! After another 25 days we made our Marquesan landfall, heading out to sea one final night to approach Hiva Oa by daylight. What, no locals paddling out to greet us on outrigger canoes?

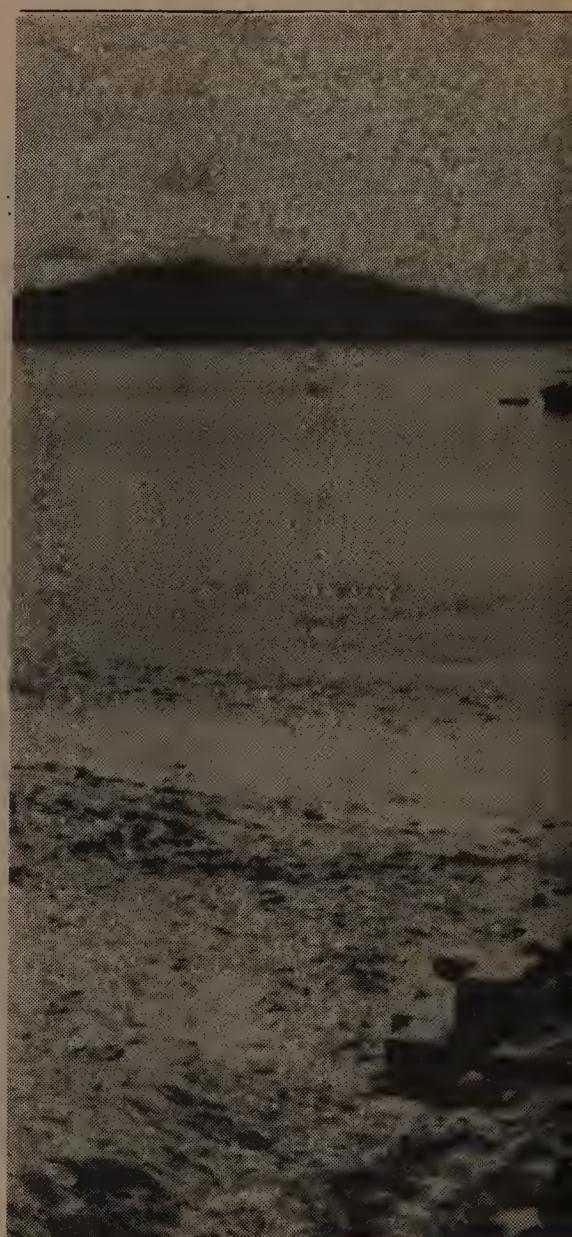
It's different than Redwood City down there. They speak French, the prices are outrageous, and there is plenty of roast pig and goat, mangoes, bananas, guava, coconuts, etc. Instead of being cold and foggy it's hot and sweaty. You shower in public rather than in a restroom and you change zins while the boat's in the water rather than hauled out. Here we got to try out lots of new toys: dinghy and outboard, solar panels, the new awning, etc.

At Rangiroa we faced our first (gulp) pass. We arrived at the scheduled time as per Charlie's Charts, but it looked pretty wild so we decided to wait a while. It eventually became slack and we made our way through the anchorage where we dropped the hook in 40 feet of aquamarine and blue water. Breathtaking! The snorkeling was like being in a saltwater fish tank. With only rainwater for our tanks and no diesel or propane since San Diego, it was time to move on to Papeete, 'civilization', and culture shock.

Two weeks at the quai was too long. There's four hours of 'rush hour' traffic each day by the quai, And there seems to be no speed limit in the harbor for either small boats or wake-making ships. But at least we got to hose down the boat, the foul weather gear, the sheets, the towels, etc. We provisioned (Hinano beer was almost half as much as in Marquesas), topped off the diesel, and had to buy butane rather than propane. Big city treats included espresso, French pastries, cheese, and French wine in plastic bottles.

We spent a few days at Moorea's Robinson Cove and out by the reef with friends Bob Ulrickson and Nancy (Nui) Weaver. Five people wasn't too many for this 40-footer. We tried out the wind generator and ended up with cold beer for a change.

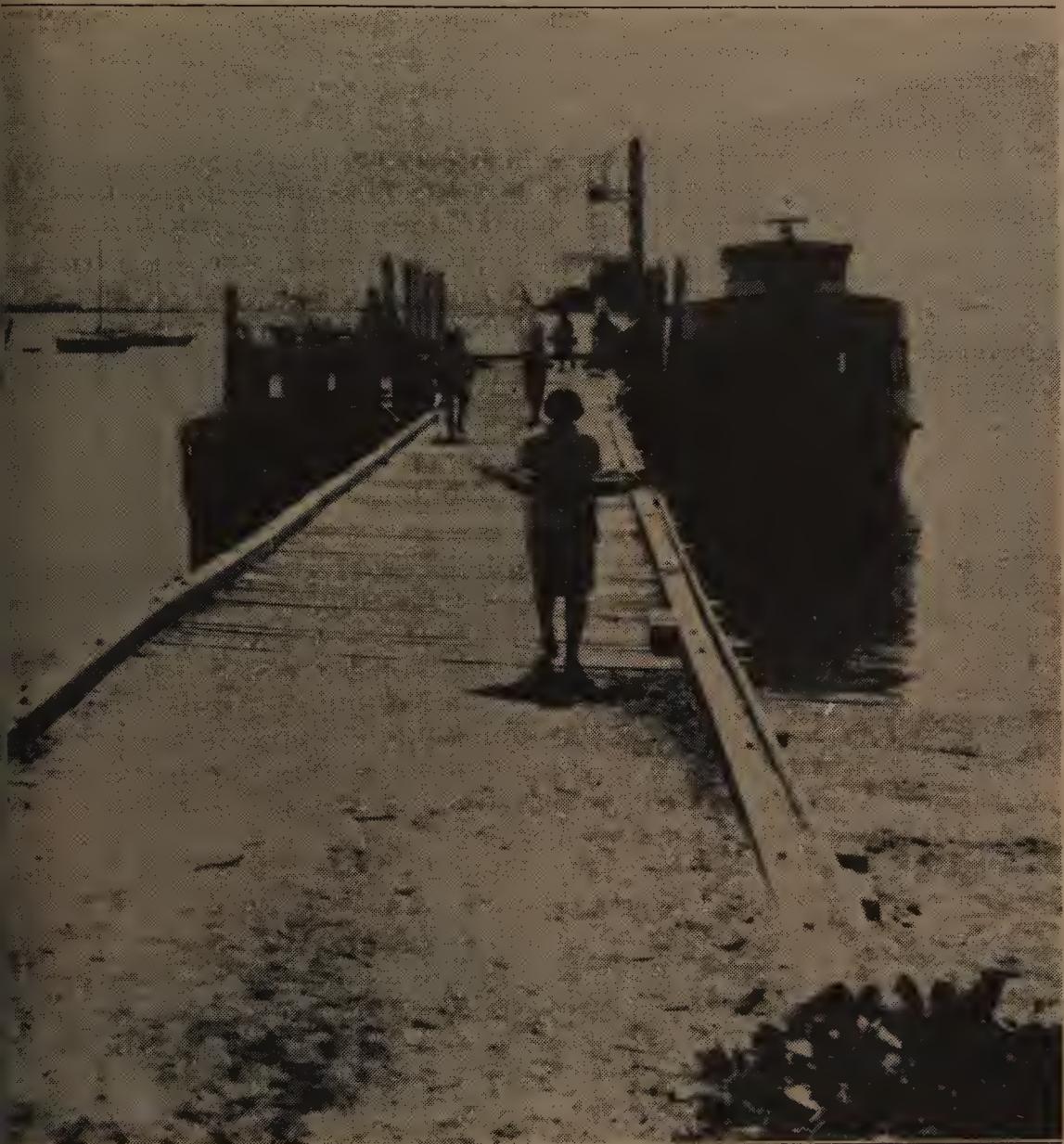
For eight weeks we settled in at the beautiful Botanical Garden and Gauguin Museum in Tahiti — no other boats were



there. After Rich and the guests departed Waimea seemed huge and empty. Life was good. We showered under a 6-foot high water spigot on the beach or the Vaipahi waterfall a few miles down the road. Our dress was casual; we wore pareaus and went topless. There's a store nearby but beer is 8 kilometers away. It's 90 minutes by le truck to Papeete and mail, supplies, big time shopping. We read and wrote a lot for five weeks until *Harmony* (Maine) and *Pacific* (Latitude 34) arrived.

Caroline Rose arrived for a week and we began to meet locals and learn about the independence movement. After becoming friends with some radical politicians we discovered that all is not the paradise seen by casual tourists. It's a very confusing and thought-provoking situation.

A friend accompanied us to Huahine and set us up by his family motu in 12 feet of clear water. Great snorkeling. Fresh French bread is dropped off every morning at 0700



COURTESY NALU IV

and we got many gifts of bananas, coconuts, papaya and fish. We made friends with Charlie who showed up one morning with four lobster — as feast! Charlie taught Richard and new guest Jason Broderson to catch lobster on the reef at night and to trap fresh water shrimp. We learned to eat young heart of palm and the cotton candy-like inside of older coconuts. It was hard to say goodbye to our Huahine family.

A Raiatea river trip, overnight in Tahaa and by July 14th we're at our next destination. Bora Bora is beautiful; the Oa Oa has unbeatable amenities. For their Bastille Day celebration we watched spear-throwing, basket-weaving and dancing. We pot-lucked with other cruisers (see photo): *Denouement*'s Dale and Sandi Parshall; *Elm Street*'s Linda and Kelly O'Neil, Len Smith and Susan Berch; *Panacea*'s Steve and Juanita Gandy; *Pacific*'s Ed Howland and Dick Hackett; *Rhindi*'s Karen Folger, Myra and Dick Hackett; *Sueno*'s Kay Holekamp and

If you've been everywhere and done everything on the sea, you know this harbor. Clue: it's the tropical home to some big tides.

Rick Berg; and us, Richard Derickson, Jill Neidrauer and Jason Brodersen on Waimea.

With our six-month visas expiring, we headed off to Suvarrow but the winds didn't accommodate. So it was Penhryn in the Northern Cooks instead. Polite, English-speaking folks, but the anchorage at Omoka is lousy. This is the most remote place we've been: no dogs, newspapers, magazines, hotels or even postcards. Essentially no supplies, either.

We moved across the lagoon to Tetautua, a much better anchorage. More friendly locals. Gifts of fresh fish each day, pearl traders, etc. Uniquely savage landscape worth a Sierra Club calendar.

Pago Pago, American Samoa is not remote at all. It's no surprise that we sucked a floating plastic bag into our diesel water in-

take and had to do an emergency anchor routine in a crowded harbor. Luckily no damage to the engine. Once again powerful culture shock: blue U.S. mail boxes, yellow school buses, cheap prices, U.S. products everywhere. Our first laundromat of the year! The harbor is dirty and smelly, but all the rest of the island is lovely.

Off to Tonga soon!

— richard & jill 9/13/87

Nanok — Spray
Martin & Joyce Aalso
Aarhus, Denmark
(California)

After a terrific two weeks of partying with friends we'd made the previous year in Panama, we departed the Azores for Europe. We made good time the first 10 days, but as we neared the English Channel the winds decreased until it was almost calm. In fact we had a couple of 30-mile days.

Because we have our second mate, Otto the dog, we couldn't visit any English ports. The French aren't so picky, so we spent a couple of days at Bologne at the conclusion of our 19-day passage. It was an interesting place; we had to tie our boat to the wall among fishing vessels during periods of 20 foot tides. The people were very nice. There were lots of sailboats, too, mostly German and Dutch vessels on their way home from the Med.

From there we headed into the North Sea, where the shit really hit the fan. We took Force 7-8 winds on the nose for a couple of days with incredibly steep seas. Gear started to break and we got tired, so we decided to run down to Cuxhaven, Germany. As luck would have it, we rode in on an incoming tide with four knots of current. With just a reefed main we were really cooking.

We arrived at 0230 and passed out. For the next two days we fixed what had broken and sampled the good German beer and smoked fish. Delicious! It was a nice marina, too, with very clean facilities at only \$14 a night.

Our subsequent 17 mile trip to the Kiel Canal took just two hours! We're normally not that fast, but the wind was howling and we were running with the tide. We saw another boat headed the other way; despite having all sails set and drawing she was dead in the water.

CHANGES

As we approached the lock I actually became worried about how to slow down. But then the light on the lock changed, we dropped sail, and motored straight into the chamber. The next day we started early and motorsailed 50 miles to Kiel, bisecting green pastures, passing big ships and even one German submarine. The down lock only needed to lower us four inches before we were into the Baltic Sea.

After a good sail on the following day we were back in Denmark after a 15-year absence. There seems to be something about prices as you head north. In France prices were comparable with the United States. Germany was expensive. But Denmark — it's ridiculous! We may have to give up smoking, drinking, eating beef and running the diesel.

In Copenhagen we tied up in front of the Queen's Palace, but she was unable to make it onboard for cocktails. In spite of the stories we hear about two and three feet of ice in the frozen harbor, we are going to spend the winter aboard.

Denmark's a beautiful place to cruise; there are countless islands and you're never more than a couple of hours from the sight of land.

This week we are in Aarhus where they have a yearly festival with a wooden boat week. We might participate in the race for gaff-rigged boats. After that we'll be looking for a place to spend the winter and to get some work. We'll keep you posted. Meanwhile, we envy all the cruisers about to head to Mexico.

— martin, joyce and otto the dog 9/29/87

Readers — For those of you who might have forgotten, the Kiel Canal saves mariners enroute from the North Sea to the Baltic the 300-mile trip around Denmark. The city of Kiel is of historical note because in 1918 a naval mutiny there touched off the socialist revolution in Germany. During World War II, Kiel was Germany's chief naval base.

As for Denmark, which occupies most of the Jutland peninsula, it's got 450 islands to serve its population of five million. While not a great island to person ratio, it's more than satisfactory. Denmark's greatest contribution to world culture has been 19th century philosopher Soren Kierkegaard, whose

existential dialectic postulated that as we advance through the aesthetic, ethical and religious states we become more aware of our relationship with God. Unlike the preachers seeking donations on television, Soren believed that a greater awareness of God leads to unhappiness rather than joy. A very morose fellow, Kierkegaard saw nothing but despair in the antithesis between temporal existence and eternal truth.

Xanthos — Mull 39

Bob Larsen & Bob Harmon

Rio Dulce, Guatemala

(Sausalito)

Some thoughts on Costa Rica and Panama:

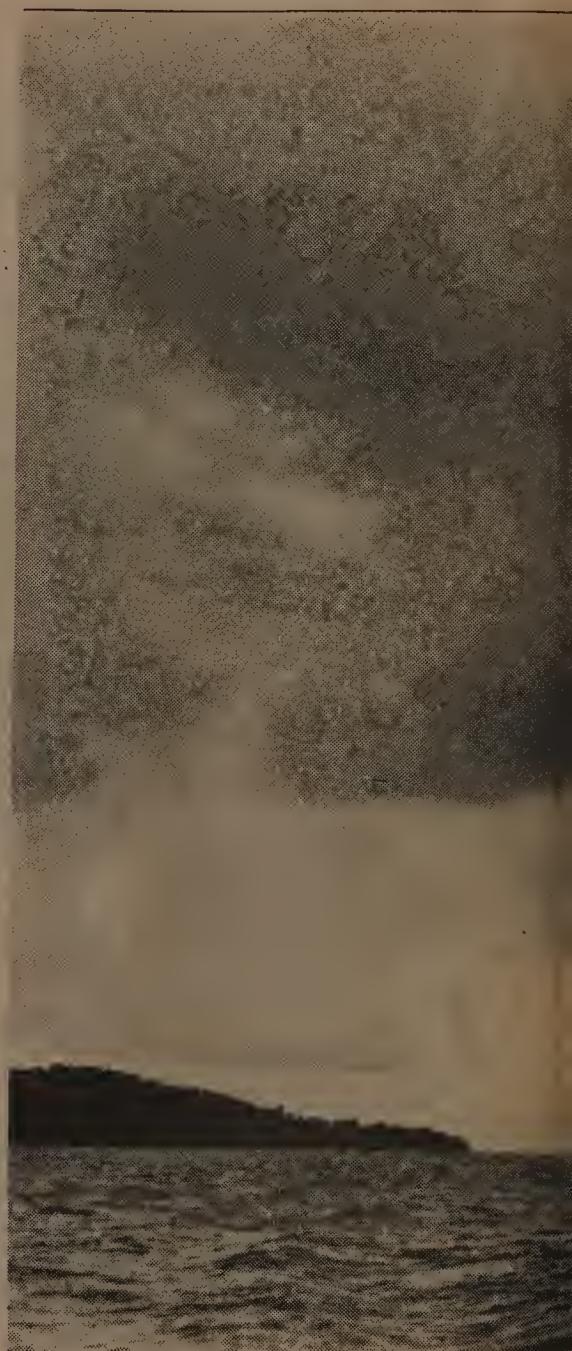
Puntarenas, even in the rainy season, has its pleasant moments. The Parque Aquatico and the Costa Rica YC are both hospitable and the latter is a good place to leave the boat for a trip inland. Puntarenas has good bus and train connections to the capital of San Jose. The trip takes two and four hours respectively. The train is narrow gauge, offers terrific views of the countryside, and costs about \$1 U.S.

There are two drawbacks to Puntarenas. Dinghy theft is one; you either need to haul your dinghy out at night or chain and lock it alongside. The thieves are after the engine, not the dink, so you'll have to chain the motor itself. 'Locking' the inflatable doesn't work as there's no place on the dink that can't be cut. Beyond that, crime doesn't seem to be any greater than in Mexico.

The other problem in Puntarenas is the 10-foot tide. Entering the river — where all the yachts are — is tricky. Once in the river, boats must be securely anchored against the strong current.

The Gulf of Nicoya is a large body of water; 30 miles wide at the mouth and 50 miles long. It's calm, beautiful and dotted with a number of islands and anchorages. Two of them, Bahia Naranjo and Isla Jesusita — are convenient to ferries back to Puntarenas. The Gulf is a fine cruising ground.

San Jose, the high, cool capital is one of the nicer cities we've seen. You'll need to come here to renew your visas, so figure on enjoying the city in the process. Local attractions include side-trips to the volcanoes Poas and Irazu, and the gold and jade artifacts



museum in the National Institute of Insurance. All but a half-million of Costa Rica's 2.5 million people live in or around San Jose.

Monteverde, the 'cloud-forest', is the prime jungle on the Continental Divide. It's an all-day bus ride to get there, but it's worth the trip. It's a lovely example of a rain forest, right next to a Quaker colony producing some of the country's popular cheeses.

After leaving the Gulf of Nicoya, we recommend Quepos (Manual Antonio National Park) — but only if you have the detailed charts of the dangerous, rocky, reef-strewn approach.

Golfito, farther down the coast, is quiet now that the United Fruit Company has left and the banana blight has ruined the trade for the once-thriving port.

Undiscovered Paradise: We found an undiscovered paradise in the islands of southwest Panama, in the area between Pta.

LATITUDE/RICHARD



Waiting out the Atlantic hurricane season at Culebra, Puerto Rico. A sweet little hurricane hole if there ever was one.

whatever else is in season.

The Contreras group offers a fine, half-moon shape anchorage on the north side of Isla Brincanco. As with the island groups mentioned before, this is just an easy one-day passage from the previous group. At least under most conditions it is.

Between Isla Afuerita and Isla Canal de Afuera is another anchorage that features two streams, a waterfall, and in season freshwater bathing right off the north side beach of Afuera.

The only place to anchor off Coiba is at Club Pacifico on the northeast end. You may have to ask permission during the December to April tourist season when the club is swamped with sportfishermen paying \$1,000/week to pursue marlin, spearfish, dorado and other species. The rest of the

Burica (the Costa Rican border) and Isla Coiba. All of them offer fine anchorages; a number have waterfalls and streams convenient to the beaches. A rundown of some of them:

The Isla Parida group offers several anchorages and it's often possible to trade with local families for fruit and coconuts. They're looking for store goods like matches, coffee, canned food, fish hooks, candy bars, etc. Trawlers in the area will also trade shrimp or fish — sometimes lots of it — for the same or cigarettes. We recommend anchoring near either the south side of Isla Parida or on the northwest side of Isla Gamez. Do not try to cross the area between Parida and the Paleo-Bolanos group — rocks and reefs.

The Secas group has a good anchorage on the northeast side of Isla Cavada from June to November when the southerlies prevail. There are waterfalls and a couple of families that might trade bananas, limes or

island is a prison colony — besides, there is no other safe place to anchor.

We didn't particularly like *Bahia Honda*. The anchorage is safe and there are plenty of places to put up, but the village on Isla Talon, in the center, is poverty-stricken and there isn't much to trade or buy.

In summary, the Parida-Coiba area (Gulf of Chiriqui) is an untapped cruising paradise. However, we strongly recommend that you get detailed charts of the area as it is studded with many, many rocks and reefs. Then too, the 15-foot tides must be taken into consideration.

Compared to the previous ones, the next hop is relatively long. The 60-mile coastline of the Azuero Peninsula has virtually no havens. Because all the trans-Pacific shipping lanes converge here, it also has extremely heavy ship traffic. A tip: since the ships tend to stay between one and three miles off the coast, locals and experienced yachties recommend staying 20 to 30 miles offshore. This keeps you out of the heavy traffic as well as the nasty wind, waves and current of the aptly named Punta Mala.

Given the prevailing north wind and circular current in the Gulf of Panama, it's usually suggested that you avoid the traffic and adverse wind of the Punta Mala — Panama City route by going roundabout via the Perlas Islands. This worked for us, but we must caution that the Perlas Islands themselves aren't the paradise they apparently once were. Boats stopping off at inhabited areas risk being robbed — there were incidents while we were in Panama. We found unsettled Isla San Jose, the first stop on the way from Punta Mala, and Contadora to be safe and reasonable. We can't, however, recommend the rest of the Perlas.

So much has been written about the *Panama Canal* that we'll be brief. We stayed at Isla Tobaga near Panama City and commuted to Balboa by ferry. In so doing we managed to complete our Canal paperwork without having to stop at the Balboa YC, which we wanted to avoid.

The good points about Panama: The national currency is the U.S. dollar (though they call it the *Balboa*, it still has George Washington on it). There is a fine chart store, Islamorada, in Panama City just off the *Via Espana* shopping area. The Panama Canal YC in Colon offers hospitality and a good

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mail drop. Bus connections between Panama City and Colon are good.

The bad points about Panama: Even in the relatively quiet time we were there, it was crime-ridden and expensive, particularly in Colon. Colon harbor is filthy; you can count on a lot of hull-scrubbing once you leave. People faring northward face the risk of hurricanes north of 15°N between May and October and dangerous northerns out of the Gulf of Mexico between December and March.

There are two nice cruising spots on the Atlantic side of Panama; Portobello and the *San Blas Islands*. The welcome mat, however, is no longer out at Playa Blanca where Mike Starbuck, formerly of *Marina del Rey*, was renowned for the welcome he gave

monitoring weather reports from WOM-Miami, NMN-Portsmouth, and WLO-Mobile and deciding the northerns had temporarily abated. The tradewinds on the Caribbean side are steady and brisk; we had a fine, 600-mile, five-day passage from Portobello to Guanaja in the Bay of Islands, Honduras. It was our best sailing to date.

We've been in Guatemala since February. There are no good anchorages on the Pacific side, but the Rio Dulce offers protected waters and a great place to park the boat for extended periods. You enter the river at Livingston; the Hotel Catamaran, 25 miles upriver, is the place to leave the boat. The Catamaran serves as a letter drop and is convenient to bus lines to the rest of Guatemala.

We've spent considerable time exploring the interior, staying with friends in the fine old Spanish town of Antigua; exploring the market towns of Solola and Chichicastenango; visiting the Mayan ruins of Tikal, Quirigua and Copan; and, visiting the capital. Guatemala is a beautiful country and, as long as you avoid the war zones near the Mexican border, is perfectly safe. Far safer than Panama in the best of times, we might add, and especially now that the country is undergoing considerable unrest.

We were amused to read in an old (September '86) *Latitude* the comment that Guatemala and El Salvador weren't regarded as safe though the rest of Central America presumably was. Sure, if you go into troubled districts you might find it unsafe to travel — I might say the same about walking from City Hall in San Francisco to Golden Gate Park.

Xanthos was in the vanguard for a large number of west coast cruising boats. Those currently in Rio Dulce include: *Nepenthe* from San Francisco with Fred Brutschky; *Cheechako*, with Denny and Norm Chandler from Cupertino; *Cantique III* with Bill & Ester Mansfield from Long Beach; *Vivere* with Carlos & Magaly Caprioglio from *Marina del Rey*; *Cynara*, with Chris and Lyn Lonjers from Los Angeles; *Mariposa*, with Jeanne & Lloyd Milburn from San Francisco; *Tomboy* with Tom and Janis Bell from Clarkdale, Arizona; *Bethyl* from San Francisco, *Artemisia* from Elko, Nevada; *Serenity* from Seattle, and *Expectation* from Aspen. And us.

— bob & bob 6/21/87

Either you know this light or you don't know the coast of California.

yachties. It all changed after the U.S./Panamanian drug raid of 1987.

We left Panama in January after carefully

LATITUDE/BILL



Bob & Bob — Thanks so much for that excellent report. We're sorry, but somehow it got mislaid and thus wasn't printed until this issue. We've got a couple of *Roving Reporter* t-shirts headed your way.

Sybaris — CT37
Jim & Marie Carlyle
Dubrovnik, Yugoslavia
(Los Angeles)

We've got the answer to your Sightings quiz on sailors: Jack London. I just wish I had a copy of *Voyage of the Snark*, the journal of his ill-fated South Pacific cruise.

A brief note before we leave Dubrovnik for Italy: We left Cyprus in May and then went through Turkey, Greece and Yugoslavia. We'll winter in Spain.

Very little has been done aboard *Sybaris* since we recently received a care package of *Latitude 38's* (January through August of '87). What a treat and what a friend we have in Joe Rucker of Los Altos for sending them.



They cost \$35 to mail and \$13 for us to retrieve — but worth every penny!

Joe had previously sent us a package of *Latitudes* in Cyprus and they were shared and enjoyed by many of your readers in this part of the world. And recently we received a copy of *Latitude 34* in Athens, Greece. You guys are everywhere!

As for ourselves, we're more than halfway around the world since we left San Diego in 1981 for the South Pacific Milk Run that was the start of our circumnavigation.

Here's a list of some of the American yachts we've seen recently:

L'Autre Femme, with Don Verley and Bonnie Russell of San Pablo, CA. Seen in Paxos, Greece heading for Turkey on 8/87.

Ping, Freedom 36, with Jim and Marge Robfogel of Rochester, New York. Seen in Athens on 7/87 when about to head for Turkey.

Carioca, 46-ft one-off with Don McCloud and Mark Frank of East Peoria, Illinois. Seen

Where's this dinghy dock? Clue: Alexander Hamilton's mother was imprisoned nearby for not obeying her husband. St. Croix, USVI.

in Corfu, Greece on 8/87 when about to head to Spain.

Rhiannon, Peterson 44, with Robert Lynn and Kleon Howe of San Diego. On 9/87 they were about to winter in Split, Yugoslavia.

Champion, Cheoy Lee 54 trawler with George Johnston and Daphne McInnis of Los Angeles. George and Daphne are on their second trip around.

Mintaka, a 36-ft Colin Archer type boat owned by Charlie and Nita Martin of Great Falls, Montana. On 6/87 they were in Cyprus but they're planning on returning to the United States by winter.

Osprey, Marco Polo schooner owned by Dick and Pat Muenzer of Durham, CA. Seen in Spain on 8/87, they were headed across the Atlantic to the United States this winter.

Liberty, a Farr 37 owned by Robert and

Linda McMullen of Prague, Nebraska. On 8/87 they were on their way to Spain.

Kennemer, 43-ft one off owned by Martin and Gerta Witkamp of Pensacola, Florida. Seen in Malta on 8/87 about to head back across the Atlantic this winter.

Almost all the boats we've seen in Yugoslavia have been Italian, German and Austrian. There are many, many charter boats and a convenient system of Howard Johnson type all-alike marinas up and down the coast. It's very easy to get from anchorage to anchorage. But if nude is not your thing, stay away from Yugoslavian cruising! It's the rule, not the exception.

— marie carlyle 9/17/87

Marie — Thanks for your report, we're always delighted to get them from that part of the world. We've passed along a Roving Reporter t-shirt to Joe Rucker.

Saga — Wylie 65
Arlo & Marge Nish
Mike & Sandy Gehb
Penang, Malaysia
(San Francisco)

Imagine a couple. The woman gets seasick sailing on San Francisco Bay and doesn't really like to sail in the first place. The man doesn't know how to swim and doesn't want to learn because he hates water except when it's in ice cube form in his martini. I then propose a question. Would this couple consider a cruise around the world?

After leaving San Francisco in September of 1985 on their 65-ft ketch, *Saga*, the above couple did more than consider it, they are on their second circumnavigation.

Marge Nish, who still gets seasick after years of sailing, enjoys visiting the exotic ports of the world so much that she puts up with her days at sea (probably a Guinness world record). As for the skipper and builder of *Saga*, Arlo Nish, apart from his dislike of water he simply has a great love for sailing upon the sea. He still doesn't like getting into it, though he's tried his hand at windsurfing on occasion.

Sailing with them for the past two years are myself, the foredeck hand and chief sander, and my wife, Sandy, who is Arlo and Marge's eldest daughter. You're probably thinking, wow, this guy married the right girl! Damn right!

CHANGES

After a successful circumnavigation during 1975-1977, the planning for the current voyage was well under way. Having sold their previous boat, a Rhodes-designed 60-ft yawl, they contacted local yacht designer Tom Wylie to create a comfortable yet fast yacht to be sailed by a small crew. After 25,000 miles we can say that *Saga* has performed beautifully. With the centerboard up, her 6'6" draught allows us to enter many beautiful lagoons. Her large sail plan has made her an outstanding performer with a couple 240-mile days turned in. Not bad for a crew of 3½. In terms of comfort, we enjoy fresh water showers everyday, and more importantly, cold drinks with ice cubes.

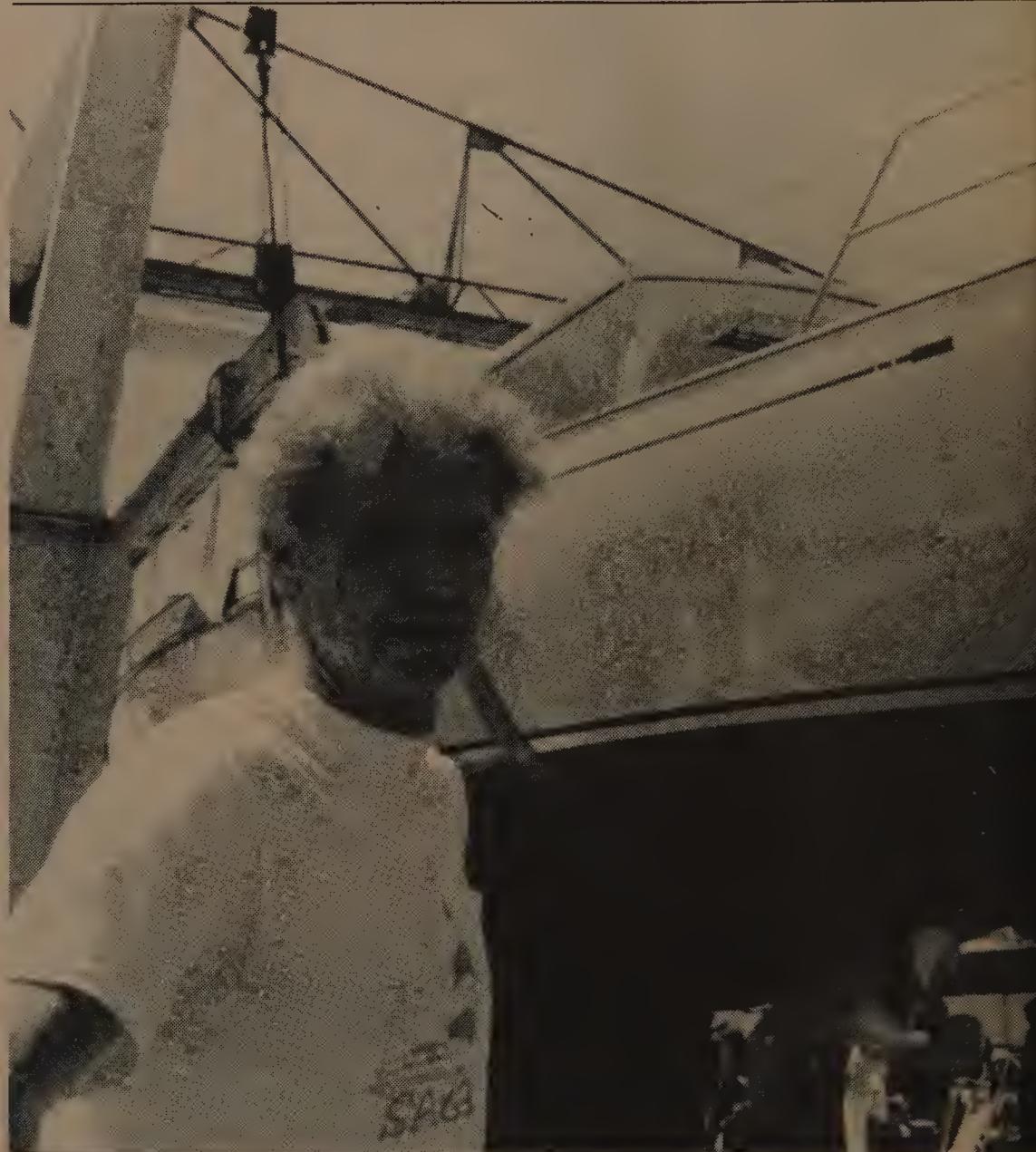
As most yachties would agree, an important aspect to a successful cruise, especially for any length of time, is compatibility. Fortunately, we all get along extremely well, respecting each other's privacy as an individual and as a couple. Having a boat big enough also helps considerably!

Thus far our travels have taken us throughout the South Pacific; we spent our first two hurricane seasons in New Zealand and Australia. For those interested in diving, both the Hai Pai and Va'Vau groups in Tonga, the New Georgia group in the Solomons, Rabaul, New Britain (PNG), and of course the northern reefs of the Great Barrier Reef are all highly recommended.

One of the most beautiful harbors in the world is Sydney. After spending five months there we call it our second home and our second favorite city. Need I mention our first! We spent a total of 10 months in Australia before heading across the Timor Sea to Bali, Indonesia.

Bali is one of the most popular tourist spots in the world today. Its ancient and colorful traditions, ceremonies, and temples still exist amongst today's modern world. A variety of wood and stone carvings can be found in Bali by some of the best carvers in the region.

Traveling farther north we called at Singapore, which is a dramatic change from the islands of Indonesia. Entering Singapore harbor at night is both a sight to behold and a navigator's nightmare. The countless number of ships coming and going make it the world's busiest port. Over the past 10 years Singapore has undertaken the enormous task of cleaning up their rivers and



waterfront; today Singapore is a showcase for ecology, modern architecture, and shopping. The cruising facilities at Changi Yacht Club near the city's airport are good, although quite far from town. The construction of a new marina complex near downtown Singapore will begin in the next two years. When completed it will offer a full range of yachting services.

Currently we are sailing up the Straits of Malacca heading for Penang, Malaysia. In the next three months we will call in at Thailand, The Seychelles, Kenya and Durban, South Africa where we plan to meet up again with the many yachties who we've encountered along the way.

— mike gehb 9/20/87

Outboard Immersion Anywhere In The World

If there's one thing sure to engulf a cruiser's countenance in gloom, it's the outboard falling over the side. Weekend sailors may not understand, having never

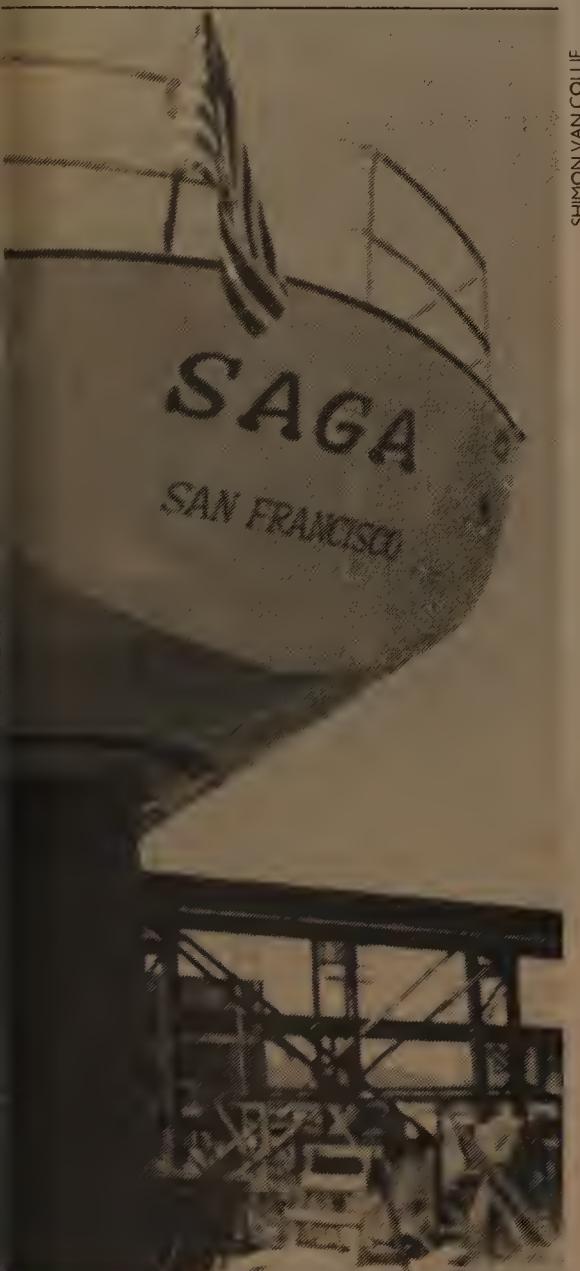
Arlo Nish at the launch of the 65-ft centerboarder he built himself. He and she are now in Malaysia.

developed such a close relationship, not even with their wives. ("If you loved, cherished and trusted me like you do that Suzuki, this marriage might have a chance!")

We consider ourselves something of experts on outboards going over the side. We had a Suzuki 5 hp go over near Las Hadas and also in an anchorage at Santa Cruz Island. We've seen our Johnson 6 hp drop to the bottom of Delta waters and be dragged through San Francisco Bay by a safety line. The last submersion, however, was the most heart-breaking; a two-week-old Yamaha 15 hp dropping 30 feet to the bottom off St. John in the Virgin Islands.

While those were all first class bummers, they were temporary in nature. Each and every engine was salvaged to roar again. If you act with dispatch, your submerged outboard can be salvaged, too.

The only area of controversy regarding the



SHIMON VAN COLLIE

possible, reinstall dried spark plugs.

5. Dry and clean all the ignition components.

6. Drain the fuel lines and the carburetor.

7. Reconnect with clean fuel and give the starter a couple of good tugs. With any luck it should fire up. If it starts, let it run for a long time — at least an hour — to get all the moisture out.

8. If the motor won't start, check the fuel, electrical and mechanical components to see if you can diagnose the problem. If you can't get the engine running within two hours, disassemble it and oil all the parts. If this isn't done, you'll get rust and corrosion developing on the internal parts with the result that there would be permanent damage.

What happens if you're in a situation where you are unable to either restart or disassemble the engine? The best is to resubmerge the powerhead in water, preferably fresh, until more comprehensive repair efforts can be made. Corrosion and rust are slower to take hold underwater than above.

Of course the best solution is to never let the outboard get submerged in the first place. As grandmothers everywhere have said in veiled reference to safety lines, "A stitch in time saves nine."

— slippery hands 10/8/87

Sea Robin — 31' Piver AA

John Brady & Fay Zerbo

Chesapeake Bay

(San Francisco)

This letter could more aptly be titled *Changes in Longitude*, as we are now in Chesapeake Bay at approximately latitude 38. We have been cruising the Intracoastal Waterway since mid-June of 1987, having left Santa Cruz in October of 1982.

We spent three years cruising Baja California and the west coast of Mexico, enjoying every bit of it and thinking it was the perfect way to go. Then we spent one year cruising the west coast of Costa Rica and concluded that was even better than Mexico and probably could not be beat. But that was before we knew about the joys of cruising the ICW. It has all the pleasures of cruising Mexico and Costa Rica, but without the language differences and the frustrations of expired tourist cards and import permits. It has the added advantages of the easy availability of

restoration of submerged engines is with regard to engines that go under while running. Some experts say the only thing to do is immediately disassemble and clean them. Others believe it's all right to take the same steps as you'd do with a non-running engine that had gone in the drink. Those steps are:

1. Wash the outside of the motor with clean water, then take the cover off and completely flush the inside of the motor.

2. Remove the spark plugs.

3. Adjust the outboard so the spark plug holes are facing down, then manually rotate the flywheel to eject as much water as possible.

(If the flywheel doesn't turn easily, it's an indication that there are internal problems. It could be a broken piston, a bent connecting rod, sand or silt in the carburetor or even a grouper in the cylinder. In any event, it means you'll need to have the engine disassembled, a job best left to someone with experience).

4. Once you've drained as much water as

any foods and supplies one could possibly want or need and phone and mail systems that are efficient. How nice to get a package from home without battling customs!

All along the ICW we found delightful anchorages, each with uniquely interesting features. The Florida Keys offered tropical anchorages: warm, clear water, good snorkeling, fishing and lobstering (in season). Georgia and the Carolina's afforded superb bird watching. In South Carolina we shared one anchorage with two alligators; in Florida we observed manatees; everywhere there were porpoises. As we neared Chesapeake, we took up crabbing, and have been enjoying as much wonderful, fresh, sweet crabmeat as we could possibly consume. As far as anchoring in the Chesapeake Bay environs, it is a gunkholer's



* Most outboards can take an immersion or two. Five, as you can see below, is about the limit.

delight; we could easily fill another letter on the subject alone.

The scenery, for the most part, has been naturally beautiful; serene and unmarred by civilization. The exceptions, offering interesting contrast, have been southern Florida, which is wall-to-wall real estate, and the large ports such as Miami, Charleston and Norfolk, which present exciting, bustling

CHANGES

panoramas.

If you don't care to anchor out, there are lovely marinas all along the Waterway, most with their own laundromats, many with repair facilities. Many marinas are in tiny towns, with not even a traffic light on Main Street. In one of these small towns the marina had a few golf carts for guests to use to help in reprovisioning. Imagine a town in which a golf cart on the main streets would not interfere with traffic! We especially enjoyed spending a day or two in such places, and there were many of them. In beach towns the marinas are usually within an easy walk to the ocean and beautiful beaches.

For those who enjoy playing tourist in large cities, Miami, Savannah, Charleston and Norfolk are either on the Waterway proper or an easy bus ride away. Each has some form of public transportation to main tourist attractions. Each city has a colorful tourist "market place", much like Pier 39 or Ghiradelli Square, but each with its unique atmosphere. All communities, small and large, offer wonderful historical attractions: museums, cemetaries, naval vessels, plantations, battlefields, forts, restored mansions and original architecture. Much of it back to the mid-1700's. Yet another pleasant surprise was the number of good, reasonably priced restaurants we found everywhere. An additional "adventure" of our travels was sampling regional foods. Some, like the she-crab soup in Charleston and the oyster fritters of Belhaven, NC, have made it to our list of all-time favorites.

But the real highlight of the trip was the folks we encountered. Without exception we found them warm and friendly, polite and helpful, interested in our needs and even generous. There were numerous times when individuals went out of their way to help us solve a problem, locate a difficult item or do some little favor with no profit to themselves other than the simple pleasure of doing something nice for a stranger. Contrary to what we had read, we have found no animosity toward sailboats or multihulls. There truly is an entity called "Southern Hospitality".

We plan to continue cruising the east coast for at least one more year before heading for Waukegan, Illinois.

— john and fay 9/21/87

The Changing Cruising Scene

Mahina Tiare — Halberg/Rassy 31

John Neal & Barbara Marrett

(Friday Harbor)

It was sad to have to haul down our tattered French flag as we prepared to depart for Hawaii, having so enjoyed French Polynesia for the previous seven months. It made me think of how much the Territory and cruising have changed since I first arrived in the Marquesas 13 years and 11 visits ago. The changes seem to be coming faster all the time.

When I first visited in 1974, the cruising boats were typically smaller, with smaller crews and budgets. The cruisers were more interested in experiencing the local culture then. For example, there were several dictionaries of Marquesan and Tahitian to English that yachties had labored months to compile with the help of local teachers and friends. I still have a dictionary that Dean and Kopi Carmine of the San Francisco-based Atria had spent six months making. The Marquesans who helped them write it still remember the Carmines fondly.

The cruisers of 1987 tend to be older, on tighter schedules, and with larger boats and budgets. "We'd love to go to (fill in the island), but we have friends joining us in Tahiti and we're already behind schedule," is something that's commonly heard. And there seems less interest in visiting the out-of-the-way anchorages and really getting to know the islanders.

Selfishly speaking this isn't bad, because the nicer anchorages get fewer cruisers each year as the pack mentality takes most boats to the main islands and ports. Of all the yachts we talked to this year, only two stopped anywhere in the Marquesas other than the two ports of entry, Atuona and Taiohae. The locals we met on Tahuata, Ua Huka and Ua Pou nostalgically remember the "good old days" in the late 70's when they would have several yachts at a time anchored off their villages. They miss the great afternoon volleyball and soccer games on the beach with yachties — as well as the evening feasts and guitar and ukelele playing that would follow.

The change isn't just due to the different kind of cruiser out these days; it's also due to changes in the local and French governments.



Because of the wave of terrorism that struck Paris, the French began requiring entrance visas of all visitors to France or her territories back in August of '86. We arrived in December of '86 without visas because I'd forgotten to apply in San Francisco and because the French don't have consulates in the Galapagos, Easter or Pitcairn islands. Nonetheless, the friendly gendarme at Taihoa said *pas problem*, stamped a three-month renewable visa in our passports and only charged us \$2.30 U.S.

It's different for cruisers who now arrive without visas. They get 30 to 60 days to reach Papeete and obtain a visa — which now costs \$60 U.S. and is sometimes not renewable. In any case, visitors should always remember to ask for the maximum stay possible, which is six months, half of what was allowed previously. All arriving yachts are handed a paper that announces the six month limit and the policy toward yachts staying during hurricane season:

"All foreign sailors are requested to do all that is necessary to leave the Territory before the hurricane season starts in September. This reason is often argued to extend the stay in French Polynesia, but will not be considered because the hurricane season is known by alert navigators. Accordingly, the foreign sailor who doesn't leave the Territory before hurricane season will be forced to use his bond to leave French Polynesia by plane."



COURTESY OF THE LATE GREAT STONEWITCH

It's hard to discover the reasoning behind the new policy. It may have something to do with the fact that France is turning more decision-making over to the Territorial Assembly and its branches. It turns out that — don't laugh — the French had been efficient and consistent by comparison.

The bond situation remains unchanged; you either need to have a one-way airline ticket to your home country or an equal amount deposited with the Banque Indo-Suez.

I don't want to sound pessimistic about prices in French Polynesia, but they are higher than other countries in the Pacific and often times two or three times higher than in California. The only good thing about provisioning in Tahiti is the huge, new air-conditioned supermarket directly ashore of the anchorage at Maeva Beach. The store is new, clean and interesting — it even has a hardware department. Best of all, prices are 20 percent less than other stores in Tahiti.

Still, the prices are a real shock to those arriving from Mexico or the rest of Central America. We grew extremely tired of hearing how it was possible to buy an entire stack of tortillas for 25 cents. Almost as tired as we did explaining that since there is no property or income tax in French Polynesia, all funds for local government come from import duty on imported 'luxury' items. We estimate it cost the two of us \$500 a month to provision in French Polynesia. The point is that if

Sometimes there's no better life than the horizontal life in the tropics.

you're on a tight budget, you'd be better off sticking to Spanish-speaking countries.

If you are coming from where food is cheap, stock up on mayonnaise, ketchup, nuts, raisins, peanut butter, canned meat and fish, canned soups and vegetables, condiments and sauces.

Given all the problems, you're probably wondering why anyone wants to bother with the long ocean passage to reach French Polynesia. The answers are the people and the islands.

I admit to being prejudiced after 12 visits, but I think the islands are the most beautiful in the world. Each time I visit, I try to stop at a few new islands or anchorages and make a few new friends. This time we visited Raroia (where the Kon Tiki cracked up) and Taenga in the Tuamotus, and Mopelia in the Societies. The respective populations were 100, 35 and three.

Taenga was a gas! I had learned of it years before in a cheap Tahiti hotel when an American surfer had just come back on a copra schooner after living and working there with locals. He told of a treacherous pass with eight knot current; of strange customs that had been initiated on the island after an old woman had died; of *tupaupaus* (spirits); and, of a group of people more friendly and outrageous than he'd ever seen

before.

Yes, the magic of unspoiled Polynesia still exists in places like Taenga, but to experience it you have to go where other Europeans don't. That way you're forced to interact with the locals instead of falling in to common rut of spending most of your time with other cruisers.

The best way to do this is by learning where the cruisers aren't going that year. Islands, like hemlines, seem to come in and out of fashion. One year everybody stops at Ahe and Manihi; the next year they all zero in on Takaroa. This year, according to *Insatiable* in the September issue of *Latitude*, 14 boats had already visited Kauehi, an island that normally gets three to five boats a year.

Don't get me wrong, Barbara and I like to meet other cruisers. But normally we find it more interesting to learn, work and play with the locals rather than talk about ham radios, broken freezers, inoperable electronics and the cost of food.

When visiting the less-travelled islands remember to bring small gifts for the local people. They, whether they have much give or not, always want to present you with a gift. I suggest vegetable seeds, children's clothes and toys, perfume and jewelry, masks and snorkels, paint for wooden fishing boats, extra fishing line, light anchor and mooring lines, and cassette tapes.

My last two tips: Learning French before you arrive is totally and completely necessary. So is having an open mind. With those you can't help but learn and grow as well as make friends and have an outrageous time!

P.S. After arriving back in Hawaii we've put *Mahina Tiare* in dry storage and flown back to the States. We're going to buy a land-cruiser to visit friends and relatives as well as to give slide and video shows of the places we visited on our most recent trip: the Galapagos, Easter Island, Pitcairn Island, the Marquesas and Tuamotus, the Societies and Cooks, and Hawaii. The first such show will be at the College of Marin on November 11 at 7:30 pm. The show is free; tickets can be picked up at any West Marine Products store.

— john neal 9/10/87

Cruise Notes will return next month.

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RANGER 23. Race & cruise equipped in good condition. All controls lead to cockpit. North sails (2 sets). Sausalito berth. Must sell. \$7,300/offer. Will sell half-interest \$3,000. Call (707) 538-4638.

26—35-FT

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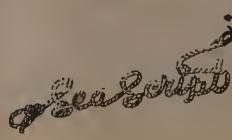
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CATALINA 27. 1978. One owner, traditional interior, Honda 10 hp o.b. \$12,000/080. (415) 691-7337 days or (415) 634-7647 eves. I am difficult to reach, messages can be left at both #'s, calls will be returned.

SAN JUAN 28. '78, Yanmar dsl, AM-FM cassette stereo, man-overboard set-up, depthsounder, VHF, knotmeter/log, dual battery system. \$21,000. (408) 377-2058.

BABA 30, 1980 CUTTER. SatNav, Ham, VHF, knot/log, depth, wind, autopilot, refrigeration, stereo, diesel heater, dodger, 7 bags North sails, windlass, 4 anchors, 400' chain, full awning, many more extras. Perfect condition. Ready to cruise. \$69,500. (619) 574-1101.

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35-FT SPENCER F/G SLOOP. Diesel, dodger, LP hull, Plath windlass, Tillermaster, electronics, dinghy & more. Quality offshore cruiser in excl. cond. Sister ship to Hal Roth's *Whisper*. 2 boat owner. Must sell. \$28,000. San Diego. Jon (619) 584-3105 days; (619) 449-2049 eves. & weekends.

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BRISTOL 29.9. Commissioned 1982 in excellent cond. Special factory custom by Clint Pearson, Corey hull, bronze ports, teak int. 22.5 Yanmar dsl. F/W cooling. H/C water. Equipped for cruising w/many extras. Moss Landing berth. \$47,000. (408) 372-7263.

CATALINA 30. \$268/mo. Assume loan (or offer). Wheel, Atomic 4, 175% genoa, 8' dinghy w/oars, 3 anchors w/chain + line, new cockpit cushions & curtains, shower, km, ds, VHF. Excellent cond. Owner must sell! Call Chris Dodd (415) 941-1195.

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CHINOOK 34. CB, f/g hull, mahog. cabin, Harken R/F, new jib & main, spinnaker, new Atomic 4, new upholstery, parquet sole, halon, Signet 1000, Edson steering, all safety equipment. Dinghy & motor. Bronze head, character boat. \$25,000/OBO. (415) 521-2684.

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1968 32-FT MARINER KETCH. 10 sails, butane stove, 200' BBB chain, 35# Danforth, windlass, 60 hp Perkins. Full head. F/g hull. Decks replaced. A beautiful boat. Sacrifice at \$29,300. (805) 466-7755. Anxious.

CRUISING KNARR. #62. Beautiful condition. Real performance boat with cruising interior. Sleeps 4. 30'4" x 7'4" x 3'. Danish built. Mahogany on oak. Knotmeter. Depthsounder. 6 Barient. CQR. Sink, stove, full cover. Head, spinnaker. 1983 mast, rigging, 7 1/2 hp Evinrude. Slip included. \$7,000. (415) 641-4421.

BALBOA 26. With tandem axle trailer, 1976, 5 sails, new main, 9.9 Evinrude, VHF, stereo, km, comp, bow & stern anchors, much more. A fresh water boat (Lake Oroville) in top cond. \$9,750. (916) 533-7960 or (916) 534-1494.

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TARTAN 30, 1974. Atomic 4, North sails, main, 3 jibs, spinnaker, VHF, depthsounder, many extras, excellent cond. \$25,500. (415) 967-6301 days; (415) 948-9722 eves.

RANGER 26. Gary Mull designed racer-cruiser. Bristol condition thru-out. Km, ds, compass, VHF. Professionally done bottom — Micron 33. Well-rigged, all halyards & controls lead to cockpit. Recent North sail inventory. Long list of extras. (415) 435-0353; (415) 982-0720.

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26-FT PEARSON COMMANDER '64. Full keel, 6 hp Evinrude o.b. Genoa & spinnaker. Good condition. Great Bay/Delta family sloop. \$8,000. (707) 996-3331.

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COLUMBIA 8.7, 1977. (29' Alan Payne sloop). Fully equipped for comfortable cruising: Loran, RDF, Autohelm, VHF, stereo sys., pedestal wheel, Bariant self-tailing winches, Atomic 4 gas i.b., 2 jibs (for heavy & light winds), & one main. Teak interior has custom upholstery & curtains. Sleeps 4, 6'1" hdrrm. A bargain at 26K. For sale by owner. (415) 935-2047.

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30-FT SPITZGATTER. Volvo Penta. Must see to appreciate. \$10,500. Ron, 467-5850.

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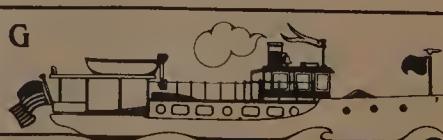
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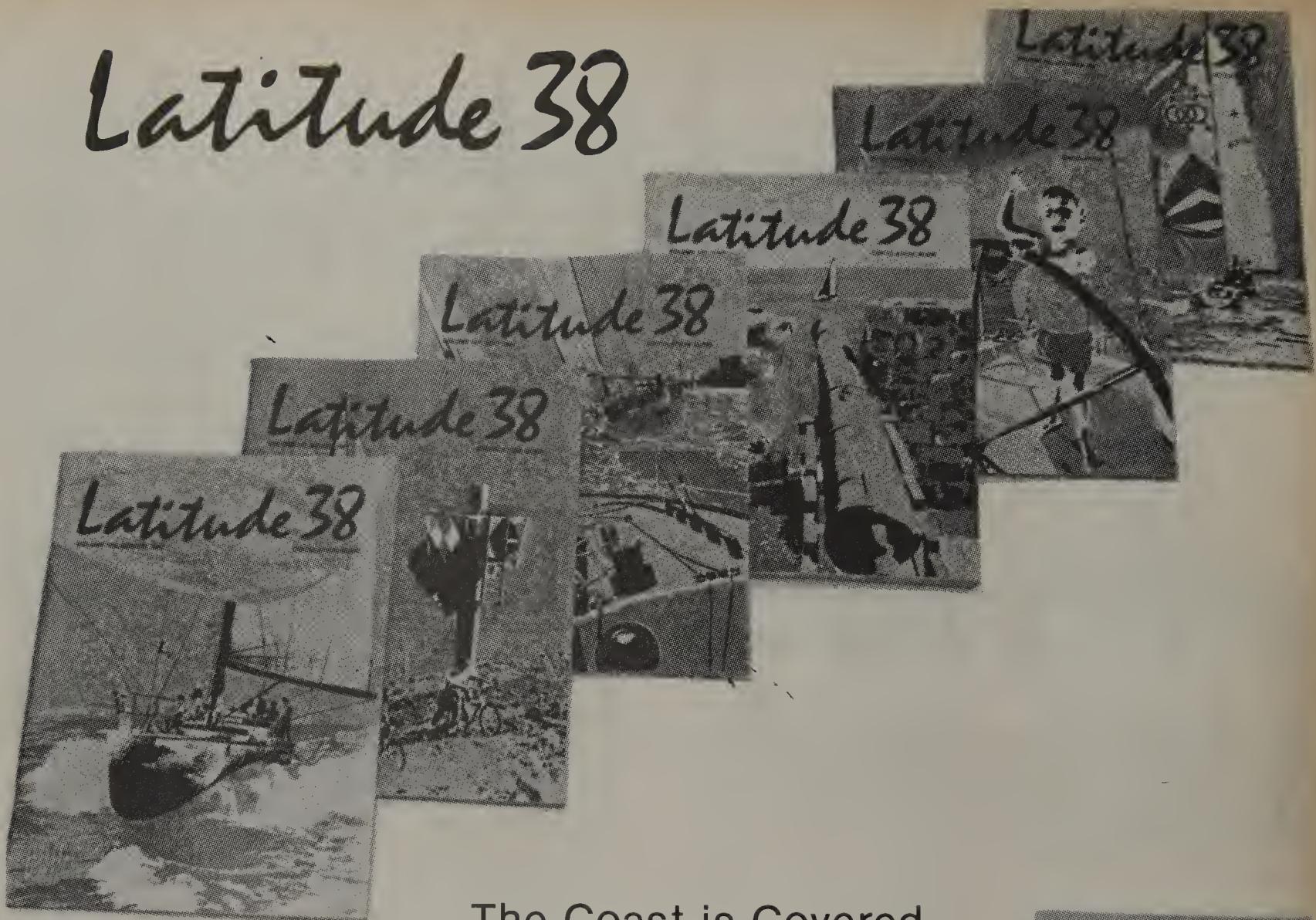
WANTED: Newport 30 MKII '77 or newer, excellent condition, diesel, teak, loaded. All cash, private party. (415) 584-7952.

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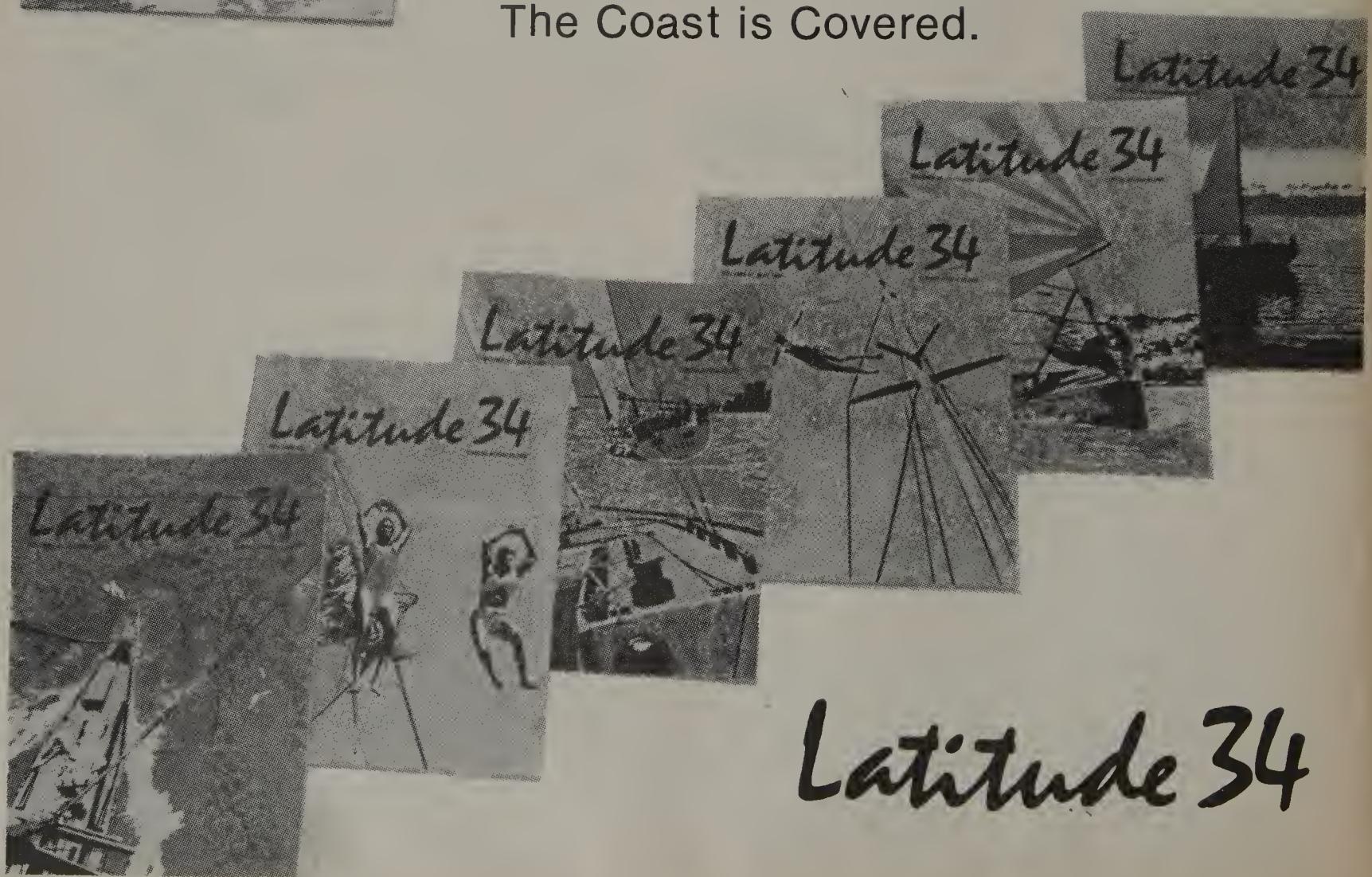
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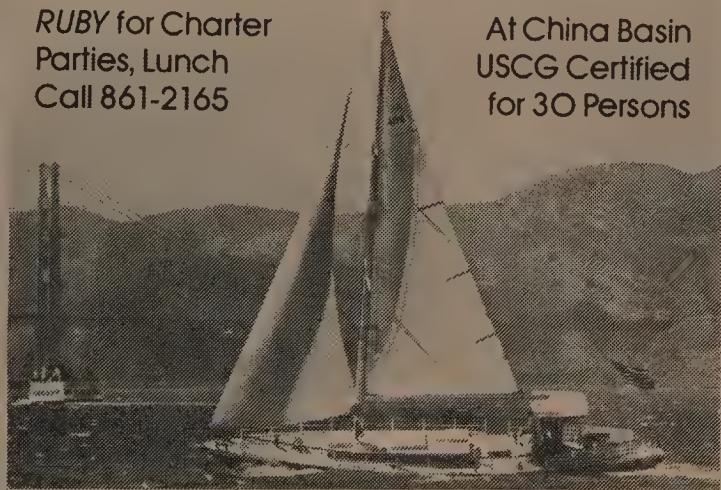
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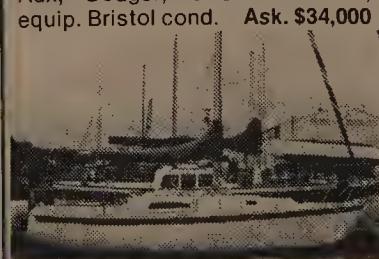
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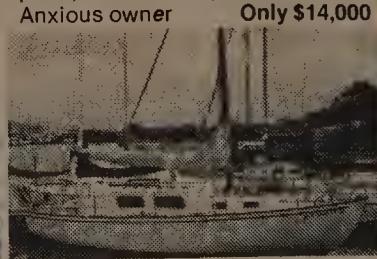
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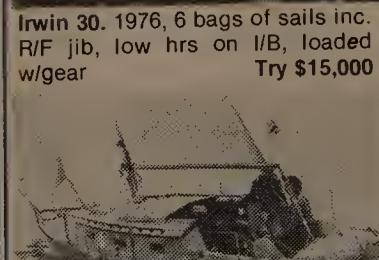
30' Tahiti Ketch. Diesel, new ext. paint, recent survey, ocean cruise. Anxious owner Only \$14,000



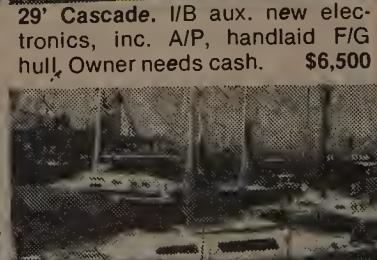
Irwin 30. 1976, 6 bags of sails inc. R/F jib, low hrs on I/B, loaded w/gear Try \$15,000



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29'	Wellcraft SOLD	'83	Flybridge sprtfsh, twin 260s, trlr	74,500	29,000
32'	Bradwater	'74	Sprtfsh, 225 Chrys., flybrdg	32,500	8,700
55'	Sea Ranger	'79	Twin 671 turba, flybrdg,	220,000	160,000
SAIL BOATS					
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25'	Pearson	'67	Outboard eng, pretty clean, nice	8,700	
26'	Pearson SOLD	'78	Main/jib, 6 hp Jahnson long shaft	14,800	6,500
27'	Catalina SOLD	'77	Main/jib, 30 hp Atomic 4	16,800	6,000
30'	Seidemann	'79	Main/jib, Yanmar 15hp, 110v	28,300	14,000
32'	Challenger SOLD	'75	Main/jib, dsl, Livabrd/crusr	34,000	28,500
41'	Chevy Lee	'76	Loaded with sails/electronics	112,000	48,000
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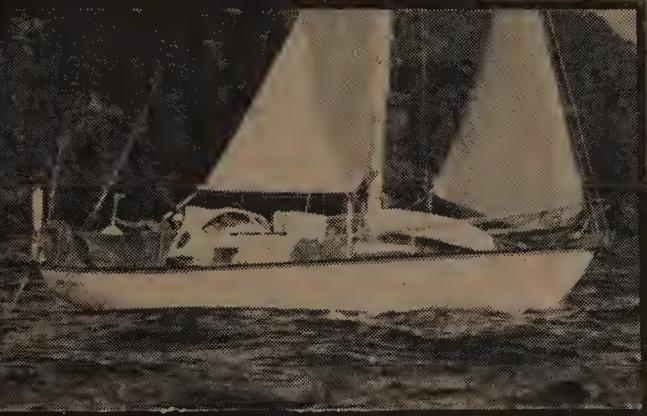
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36' Islander	62,500	32' Vanguard	(2) 25,000
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36' Pearson 365 (2)	65,500	32' IC	17,000
★ 37' C&C	99,800	★ 35' Cheoy Lee Lion	39,900
38' Catalina	69,500	36' Union	77,000
38' C&C Landfall	76,500	36' Cheoy Lee Keh	75,000
★ 38' Pearson 385	125,000	38' Alalueta	79,000
39' Cal	76,500	40' Mariner	68,800
39' Cat Tri-Cab	79,000		
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43' Peterson CC	130,000		
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25' Hunter	12,000	32' Islander	46,000
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★ 30' Sea Ray Wknd	55,000	★ 30' Sundowner	\$62,500
★ 31' Uniflite	35,500	★ 32' Eagle PH	69,500
34' Sea Ray SB	115,000	★ 34' Golden Star	74,950
35' Chris-Craft	59,950	★ 36' Sea Horse Inn	76,900
35' Viking	99,950	39' Chien Hwa	97,800
★ 36' Trojan AC	61,500	★ 41' MMC Defever	99,950
★ 36' Uniflite AC	97,000	41' PT	109,000
★ 38' Bayliner	110,000	42' Grand Banks	155,000
38' Chris-Craft	174,900	★ 44' Marine Trader	105,000
41' Luhrs	75,000	★ 45' C&I	125,950
		50' Grand Banks	195,000

★ AT OUR HARBOR

41' MMC AFT-CAB TRAWLER

"ELAN" is a Defever design known for its sea kindliness. She's equipped with enough gear to make "Easily Handled" take on a new meaning. The sale of this Yacht includes Radar, Loran C, Microwave, Autopilot with remote, plus a great deal more. 400 gallons of fuel offers a 1000 mile range. Asking \$99,950



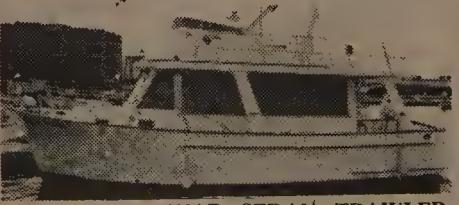
CATALINA 38

One of the nicest, well-kept 38's on the Bay. Spinnaker rigged, CNG plus more. One-design fleet. Asking \$69,000.



39' CAL TRI-CAB SLOOP "LAST CAL LADY" Indeed, the last CAL 39 built by Jensen in California, this great weekender has self-tailing primaries, roller furled 135%, Pathfinder diesel, CNG and an epoxied bottom. Very negotiable. Sellers may consider a smaller boat in trade.

asking \$79,000



34' GOLDEN STAR SEDAN TRAWLER, Radar, Autopilot, Aft-Thrusters, Honda generator, Electric windlass with deck wash down make this recent Flybridge Sedan model a well found, comfortable and affordable Bay and Delta "get-a-way" retreat. After you see her, you tell us what she's worth.

NOVEMBER'S SPECIAL



49' TRANSPAC MARINE KETCH '82. World cruiser, 120 hp diesel, working sails plus 160% genoa and spinnaker, full electronics, aux. generator. Center cockpit, teak decks. Comfortable liveaboard. **Sharp!** **\$198,000.**

55' **TAYANA** cutter '85. Many extras: bow thruster, reverse cycle, air conditioning, hydraulics, discontinuous/rod rigging, teak decks, wind screen, dodger — much *much* more! **Try \$285,000**

42' **WESTSAIL** dbl-end ctr, '81, loaded, dsl aux; nice galley. **\$91,000**

41' **FORMOSA** ketch, '75. Perkins dsl, Loran, 5 sails. **Asking \$69,500**

41' **NEWPORT** '82 sloop. World traveler customized for cruising. Unbelievable amount of equipment. Owner invested more than \$200K in this boat! *See to appreciate.* **Try \$115,000**

37' **TAYANA** '85 cutter MkII. Like new condition, electronics, refrigeration, very attractive layout below **Try 89,500**

37' **TAYANA** PH cutter '85. Cstm interior, loaded w/electronics including radar, SatNav, Loran plus much more **Try \$104,000**

37' **HUNTER** cutter '83. Like new diesel auxiliary, furling jib, Combi unit. Superb condition. Just listed. **Try \$63,000**

35' **ANNAPOLIS** dbl-end cutter, '80. Robert Perry design includes electronics, teak decks, store w/oven, 33 hp diesel aux. Take this one cruising! **Try \$55,000**

33' **RANGER** sloop. Diesel auxiliary, five sails, electronics; very clean, good equipment. **Reduced to \$39,500**

32' **CHALLENGER** sloop, Perkins 4-108 49 hp. Very roomy, good liveaboard. **Make Offer**

30' **CAL** '64 repowered Yanmar diesel, 5 sails including spinnaker, full electronics, strong boat **Try \$21,500**

30' **ISLANDER** MkII '73. Just listed, great price! Very clean **\$22,500**

28' **ISLANDER** '76 R. Perry dsgn, Volvo dsl **Just reduced: \$22,500**

27' **CAL** MkIII 1983. Diesel auxiliary, shower, electronics. Used very little. **Try \$26,500**

27' **CATALINA** '83. Dsl aux, electronics, very clean **\$21,500**

27' **CATALINA** '75 sloop, 5 sails, 30 hp auxiliary, electronics. Owner says sell! **Try \$11,000**

26' **LAGUNA** '83. Very nice! Refrigeration, 150% genoa, good headroom. 10 hp engine. **Only \$13,500**

25' **CATALINA** '81 Furling jib. Honda outboard **\$14,900**

25' **PACIFIC SEACRAFT** '77 dsl aux, electronics **Make Offer**

24' **MOORE** '81 with trailer, 6 sails, 6 hp outboard. Great ocean and bay sailor. Clean! **Must Move!!**

23' **SPRINTA SPORT** 5 sails, including spinnaker w/gear. Kevlar hull, European design, this boat has all the strings!! Two to choose from at **\$10,500**

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GREAT STARTER BOATS

• 22' Catalina	6,000	• 26' Pearson	9,000
• 22' Columbia	4,900	27' Cal 2-27	16,500
• 22' Santana	5,250	27' Cal 2-27	24,000
* 23' Ericson	8,500	• 27' Catalina	11,000
* 23' Ranger	9,500	27' Catalina	14,500
* 24' Windward	6,000	• 27' Catalina	15,500
* 25' Bahama	9,800	• 27' Coronado	9,500
* 25' Cal 2-25	23,000	27' Sun 27	17,000
* 25' Capri	7,500	• 28' Newport	20,000
25' Catalina	14,900	29' Ericson	25,700
* 25' Ericson	13,500	• 30' Catalina	35,000
25' Pac. Seacraft	18,000	30' Islander MkII	28,000
* 26' Columbia Mk II	7,900	30' Pearson 30	26,800
* 26' Dawson 26	18,000		

HIGH PERFORMANCE - RACE READY

24' Nightingale	9,500	• 33' Peterson	43,950
* 24' Farr 727	8,500	• 33' Rodgers 3/4Ton	39,500
* 27' Contest	17,950	• 34' Wylie 34	49,500
* 27' Santa Cruz	14,000	• 34' Dash 34	38,500
28' Mair 28	18,500	55' Swede 55	105,000
* 30' P/J 1/2 Ton	38,500	• 31' Peterson 1/2T	
30' Pearson Flyer	Trades	36' Custom Peterson	62,500
* 30' Olson 30	24,000	• 28' Hawkfarm	23,000
* 33' Petersen	33,500		

CLUB RACERS - COSTAL CRUISERS

28' Islander	30,000	32' Ericson	29,850
30' Bristol 29.9	35,500	26' I/F Folkboat	16,500
30' Ericson	27,000	• 29' Ranger	21,900
30' Newport 30MKII	31,000	• 33' Int'l Design	17,000
* 30' Isl. Bahama 30	39,500	33' Yamaha	37,000
34' Hunter 34	49,500	• 33' Freedom	79,000
35' Bristol 35.5	70,000	• 34' Columbia	34,000
* 35' Bristol 35.5	63,000	38' DownEast cutter	79,900
* 35' Bristol 35.5	78,500		

LIVEABOARDS - OFFSHORE CRUISERS

* 39' Lancer 39 M/S	94,000	33' Freedom	79,000
* 41' Cheoy Lee Ketch	99,500	* 40' S/S Custom 40	130,000
* 43' Kettenburg 43	62,000	35' Niagara 35	89,500
45' Explorer	110,000	* 37' Trismus	49,500
* 46' Formosa 46	99,500	* 34' Cal	31,000
* 37' Rafiki 37	85,000	31' Monsun	47,000
47' Cheoy Lee Ketch	98,500	35' Coronado	48,000
34' North Coast 10.3	46,500	32' Challenger	39,500
46' Morgan 46	150,000	32' Bristol	43,900
* 37' Steel Cutter	89,950	35' Fantasia	69,000
36' Pearson 365	65,000	28' Southern Cross	25,900
* 32' Challenger	35,000	36' Magellan 36	57,500
* 28' Cheoy Lee	29,500	37' Cold Molded Cutter	Call
* 36' Watkins	77,500		

C & C RACE OR CRUISE

24' C & C 24	14,000	• 34' C & C 34	54,700
26' C & C 26	25,000	35' C & C 35 MK II	49,500
* 27' C & C 27	25,000	* 36' C & C 36	69,000
30' C & C 1/2 Ton	23,000	38' C & C	76,500
30' C & C 1/2 Ton	18,000	40' C & C	120,000
30' C & C 30	38,950	* 40' C & C 40	110,000

CLASSIC CRUISERS

* 23' Bear Boat	10,500	* 60' English Pilot Cir.	95,000
* 27' Nordic M/Sailer	20,000	* 45' Spaulding	99,000
38' Alden Challenger	68,000		

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LET'S GO

CRUISING

RAFIKI 37



A well found, seakindly, blue water cruising cutter. Hull is aircored, teak decks, aluminum spars, full suit of sails including storm sails. Windpoint, wind-speed, depthsounder, VHF, Trimble Loran, excellent ground tackle. Ready for the Mexican voyage.

\$ 85,000

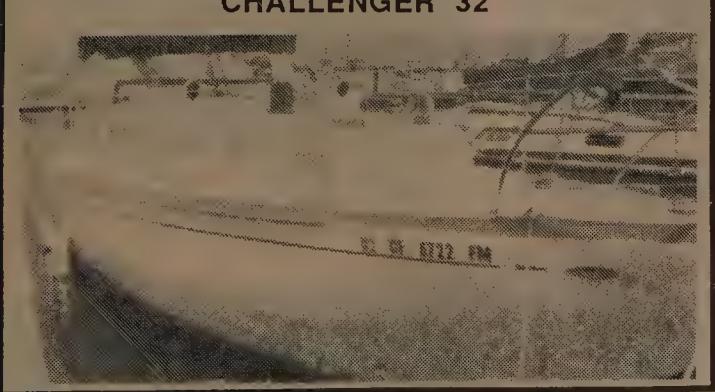
FORMOSA 46



She is just back from a South Seas cruise. Current survey for off shore sailing states that is is ready to go again. Windvane, Sat-Nav., Liferaft, Dodger, full ground tackle, multipule sails and you have a boat that is fast and comfortable. Don't wait; she is ready.

\$ 99,500

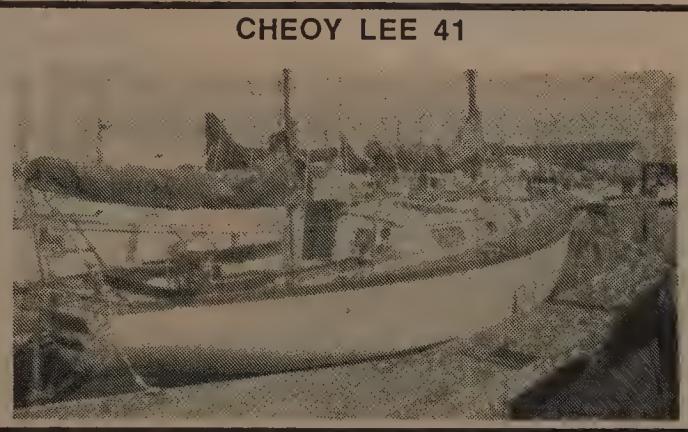
CHALLENGER 32



Large for 32 feet with a 70hp diesel engine and heavy construction makes the ideal coastal cruiser. Motorsail up the coast in comfort with H/C pressure water, 12/110 volt frig., double sinks and best of all a full dodger. Wheel steering and lines lead aft and we are ready 2 from.

\$ 39,000

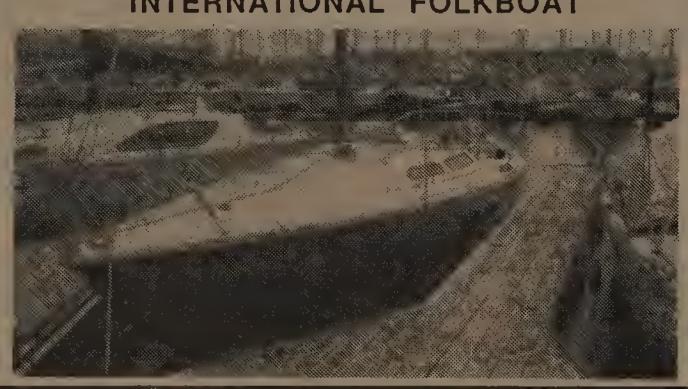
CHEOY LEE 41



A ketch rigged cruiser with Furuno radar, TI loran C, Auto Helm 5000, 3.5 kw generator and Perkins 4-108 diesel engine. Ground tackle and safety gear is complete for offshore and coastal cruising. Good sail inventory.

\$ 89,500

INTERNATIONAL FOLKBOAT



Built in Sweden as one of the off-shore cruisers sold in Europe her rough water sailing ability is 2nd to none. With inboard diesel and cosy cabin she makes the perfect vessel for a couple or single handing. She is as new at a price much below replacement.

\$ 16,500

CATALINA 30



The classic starter boat for the bay with a large class and active fleet for both racing and cruising. This Catalina 30 has all the accessories to make her comfortable for the whole family. Clean, neat and well equipped just come aboard and go.

\$ 35,000



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35' ALBERG sloop. Volvo dsl, VHF, DS, speedo, 9 bags sails, wheel steering.

Try \$31,000



31' CHEOY LEE Offshore ketch F/G Dsl IB, teak decks, new Pryde sails, VHF, DS, RDF, stereo. Nicely maintained. Asking \$28,000



29' ERICSON. IB, wheel steering, VHF, DS, inflatable, sleeps six. Extra clean.

asking \$23,000



23' HUMBER Yawl "La Mouette" '85
Replica of 1896 canoe yawl "Eel" Bright hull. Sleeps 2. Exquisite, the wooden boat owners dream.

Offers



32' CAMPER NICOLSON SLOOP

Volvo dsl, Brooks & Gatehouse instruments, Tillermaster, vane, 7 bags sails. Absolutely Bristol only asking \$35,000



MODIFIED H-30 Ketch VHF, depth sounder, Autohelm, new Pryde sails, dodger. Excellent pocket cruiser.

\$23,500/offers



32' TUMLAREN sloop. Volvo dsl. Baltic pine on oak. Meticulously maintained. 2 boat owner *must sell* reduced to \$17,500



35' ANGLEMAN F/G ketch. Volvo dsl. 6'2" headroom, shower, sleeps five. Estate sale. \$34,000 or offers



33' TRADEWINDS M/S Teak hull. Ford dsl, Loran SatNav. Geared for extensive cruising. Out of state owners must sell. Proven cruiser.

Try \$23,000

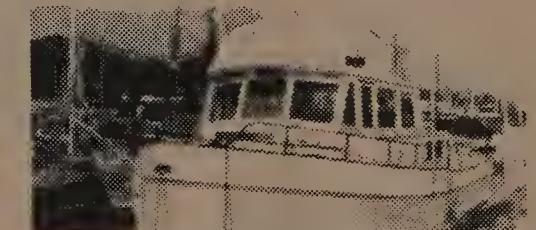


23' AMF Paceship '79 with trailer. Swing keel. Evinrude 7 1/2 HP OB, 3 bags sails. Clean. Excellent trailer-sailer.

asking \$6,700



1980 29' ROUGHWATER Family cruiser. 80HP Ford Lehman dsl. AC/DC refer, stove w/oven, cockpit awning. \$23,000/offers



36' GRAND BANKS Trawler. Twin Lehman dsls, VHF, DS, AP, new H20 tanks. Excellent liveaboard. Covered berth.

Asking \$48,000



37' HUNTER Cabin Cruiser. Twin screw. Huge shower, propane stove & oven. Ideal liveaboard. Bank Repo. \$6,900

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THE NEW EXPRESS 37*

For those of you who have wanted to enjoy the Express 37's superb sailing characteristics, unmatched versatility, strong one-design fleet, uncommon construction, and *limited lifetime warranty*, but required more privacy below and more storage on deck — we have your new boat!

BELOW:

All new nav station with cushioned seat and increased storage for books, charts and electronics.

Private stateroom forward with dramatically increased storage space in elegant oak and ash cabinetry.

Private aft cabin with large double berth, seating area, and substantial storage space in lockers, bins, and elegant ash and oak cabinetry.

Large U-shaped galley with double stainless steel sinks, excellent storage for dishes, utensils and provisions.

ON DECK:

One very large self-draining lazarette compartment for gear.
One large insulated, self-draining lazarette compartment which may be used as a "day box" ice chest.

Cockpit seat locker large enough for sails.
Draining anchor locker on deck.
Edson pedestal steering with 48" wheel.
All self-tailing winches.
No change to rig on underbody effecting one-design status

*The 37 is available with the classic open interior or the new interior

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51' MORGAN KETCH. Unbelievably well equipped, from Sat-Nav to windlass. Ready for cruising around the world or an extremely comfortable liveaboard. Price very realistically and open to offers.

37' EXPRESS. Full race inventory but has never been raced or abused. Maintained in bristol condition. Seller's have moved up to a new Nordic so it's priced to sell. Sellers want offers, so bring us one!

48' NORDIC The Ultimate in performance Motoryachts, she's the first second hand 48 to come on the market. Built by a knowledgeable yachtsman, this boat's loaded. Save thousands on this next-to-new vessel. Seller is buying a larger Nordic so bring us your offers.

48' CHEOY LEE Ketch. Fantastic liveaboard or world class cruiser! Mid-cockpit provides roomy & comfortable interior w/queen size berth in master stateroom. Huge saloon + large guest suite makes this the most boat for your money. Only \$159,500.

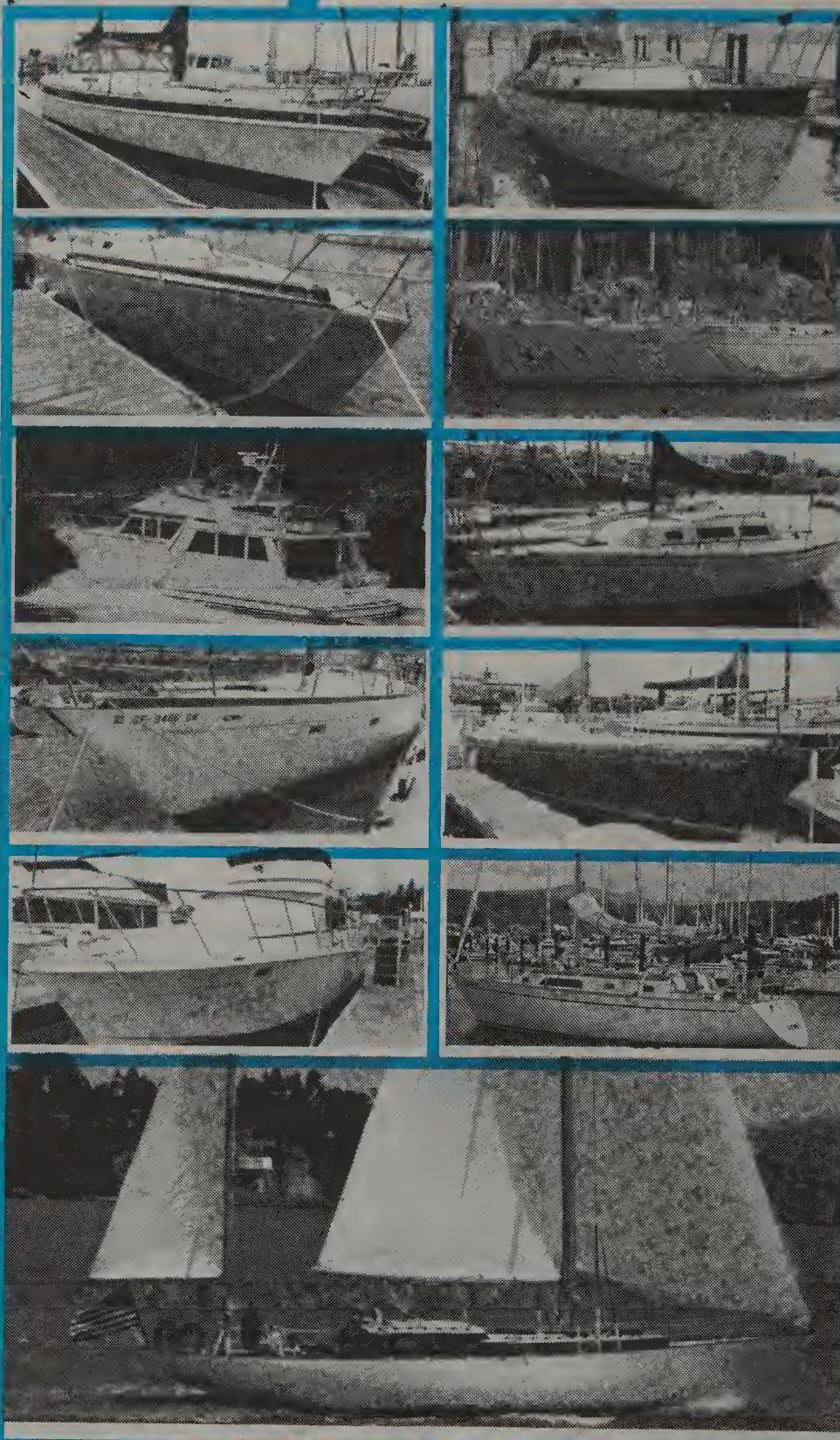
42' UNIFLITE. Double Cabin. Very well kept by an experienced owner. Rare find w/310 H.P. Diesel 6-71's w/ under 600 Hrs. Nicely equipped and ready to go. A true "Must See" and priced right.

SAIL

28' LASER	34,500
28' SAN JUAN	22,000
28' ISLANDER	25,000
29' ERICSON	21,000
30' IRWIN CITATION	36,000
30' CARTER	33,000
30' OLSON	33,000
30' MORGAN MK II	28,000
31' CHOYE LEE	24,900
36' ISLANDER	62,000
37' SOVERAL	35,000
38' FARALLONE CLIPPER	35,000
38' CATALINA SLOOP	69,500
39' FREYA	(2) 79,500
40' NORDIC	139,500
40' GULFSTAR	69,950
41' CONCORDIA yawl	52,000
42' PORPOISE KETCH	110,000
43' C&C	78,000
43' AMPHITRITE	169,500
44' PETERSON	3 from 110,000
47' S&S sloop	59,500
48' PILOT HOUSE KETCH	250,000
50' SANTA CRUZ	169,000
55' CRUISING KETCH	125,000

Plus Many Others

* San Francisco Berth Included



53' CRUISING YAWL 'Zaida'. Designed by Sparkman and Stephens for a world-renowned yachtsman whose unique specifications could not be met by a production boat. Exceptional care and maintenance have kept 'Zaida' in virtually perfect condition; indeed the yacht shows like new. Constructed of Honduras mahogany by Driscoll Boat Works in San Diego, this vessel is meant to sail into immortality. A cruising couple will find the amenities as desireable as the craftsmanship. Drawing admiring glances in whatever harbor it graces, 'Zaida' is a refreshing alternative to the chrome and plastic vessels turned out on factory production lines.

44' CT CUTTER. Modern design and lots of room describe this 3 year old cutter. Large salon, 2 heads w/ showers, 2 private staterooms and huge galley make for great comfort at dock or at sea. An exceptional buy for under \$100,000! Don't delay.

44' SWAN 441 Commissioned '80; she has received light usage & maintained to very high standard. Trimble Loran, Navtec hyd, NECO AP, Harken furling — list goes on. Search the world — no Swan nicer than 'Chieftain'.

26' S2 SLOOP. Ideal blend of racer and cruiser. Retractable keel makes it stiff enough for the Bay but easily trailerable. Sharp condition with full sail inventory and electronics plus tandem trailer. Only \$21,950

43' C & C. Really the "BEST BUY" in the market. Loaded with sails and gear. Needs minor TLC but is priced way below market at only \$78,000. Here's your chance to steal a boat!

34' NORDIC. Incredible NEW design by Bob Perry. Built in the Nordic tradition with no skimping on the details. Every appointment done to perfection. Call us today about our special "cost-plus" savings package available on the first boat delivered on Bay,

POWER

21' STARFIRE	\$24,000
24' SUNBRIDGE	24,500
30' TROLLER	49,500
30' CLASSIC FAIRCHILD	44,750
34' RIVA	125,000
35' VIKING CONV.	104,000
40' RAISED DECK MY	95,000
41' MOTORYACHT	159,000
42' PRESIDENT SF	160,000
42' HATTERAS LRC	169,000
43' HATTERAS MY	225,000
43' HATTERAS MY	169,000
44' PACIFICA SF	240,000
44' PACEMAKER SF	129,000
48' NORDIC	329,000
48' GULFSTAR	375,000
50' GRAND BANKS	195,000
52' BLUEWATER	150,000
55' STEPHENS CRUISER	125,000
57' DAYTONA YF	309,000
58' HATTERAS MY	250,000
63' FLYBRIDGE MY	290,000
70' HATTERAS CMY	895,000
90' MOTOR YACHT CON	285,000
98' BROWARD MY	585,000

Plus Many Others

* San Francisco Berth Included